

From: [REDACTED]
To: [REDACTED]
Cc: [Jill Adam](#); [REDACTED]
Subject: New Bus for London
Date: 21 July 2009 15:51:41

[REDACTED]
cc Jill, [REDACTED]

Just to let you know we that we have had a second meeting with TfL, bidders to build the new double deck bus for London, VCA and VOSA. We discussed technical requirements including the open platform concept and how this fits with the new approval regime. The main topics were the definition of an aperture that is not a service door, definition of an exit, safety of operation and the requirements of lighting regulations.

Bids are due in by 14 August. I've said that we will wish to meet with TfL to review proposals and confirm with our lawyers that the design concepts are likely to be acceptable. Following agreement in principal I envisage that there will be detailed discussions between TfL, the successful bidder, TTS, VCA and VOSA

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: FW: NBfL certification - further docs
Date: 18 January 2010 17:29:29

Hi [REDACTED]

Nothing in R107 that I'm aware of.

Cheers

[REDACTED]

[REDACTED]

Vehicle Certification Agency

Tel: [REDACTED]

web: www.vca.gov.uk

>>> [REDACTED] > 18/01/2010 16:30:34 >>>

[REDACTED]

Cc [REDACTED] [REDACTED]

Thank you for your emails on this. We have also been discussing and [REDACTED] came up with the analogy of open top double deck buses. Such vehicles are required to comply with the relevant provisions for open top use. If a winter top is fitted, then the bus does not get re-approved. Conversely it would not be unreasonable to expect that it could also be approved in the closed mode and then the top removed for summer use. There would then be two modes in which the vehicle could comply.

In the case of NBfL we are being asked if there is any reason we can see why the bus could not be approved. The view we are taking in TTS is that in the open position, the door is no longer a door, but is stowed bodywork. Wrights calling it a "manual door" is I believe confusing things. Are either of you aware of any reason why a bus with an open platform cannot be constructed under Regulation 107? I presume in asking this question that the vehicle can be made to comply in the power operated three door mode.

Regards, [REDACTED]

[REDACTED]

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Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 18 January 2010 15:04
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: NBfL certification - further docs

Hi All

On the face of the design, I agree with Wright's assessment of R107.

■ - I don't think the panel's ever a door (manual or otherwise) - it's bodywork when closed and locked (with a single powered door next to it) and 'folded and stowed bodywork' when in 'open platform' operation, with the power door locked and inoperable. The transition between modes is under the control of the driver and must be done manually.

When in open platform mode, we have a double width aperture, so as long as 2 access panels go through then it should be OK. When closed off, we have a single power door.

More to the point is whether we believe that we may have a problem either with the RFD or C&U.

In the RFD:

Article 8

3. If a Member State finds that a type of vehicle, system, component or separate technical unit, albeit in conformity with the required provisions, **presents a serious risk to road safety or seriously harms the environment or seriously harms public health, it may refuse to grant EC type-approval**. In this case, it shall immediately send the other Member States and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.
and

Article 29

1. If a Member State finds that new vehicles, systems, components or separate technical units, albeit in compliance with the applicable requirements or properly marked, **present a serious risk to road safety**, or seriously harm the environment or public health, that Member State may, for a maximum period of six months, refuse to register such vehicles or to permit the sale or entry into service in its territory of such vehicles, components or separate technical units.

In such cases, the Member State concerned shall immediately notify the manufacturer, the other Member States and the Commission accordingly, stating the reasons on which its decision is based and, in particular, whether it is the result of:

- **shortcomings in the relevant regulatory acts**, or
- incorrect application of the relevant requirements.

2. The Commission shall consult the parties concerned as soon as possible and, in particular, the approval authority that granted the type-approval in order to prepare the decision.

I know Article 29 is more about vehicles going to other Member States, so that's unlikely if they're all working in London, but since VCA has to circulate the approval documents, the other countries still have access to the approvals and could challenge the UK.

I wanted to run this by ■■■■■, but haven't seen him in time before writing this mail - he's out until Thursday so will speak with him then. But in the meantime, it looks like we could give approval to the vehicle.

Best regards

■■■■■

■■■■■
■■■■■

Vehicle Certification Agency

Tel: ■■■■■

web: www.vca.gov.uk

>>> ■■■■■ 18/01/2010 12:12:41 >>>

■■■■■,

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The definition of a service door is

"Service Door" means a door intended for use by passengers in normal circumstances with the driver seated

2 points with this, with reference to the manual door theory:- If the driver locks the door in the open position the door cannot be used by passengers, (i.e. the statement does not refer to only opening the door)

The door can only be closed by the driver by leaving his seat.

If we assume we can accept the theory of a powered and manual door, then i do not see any issues when the powered door is in use, as Wrights state it will meet all the requirements.

7.6.4.2 Indicates the need for a interior door control, at a height of between 1000mm & 1500mm, unless a control is located in the drivers area. I do not see how Wrights can claim;-

Open Platform – Complies. As the 'service door' mode will be manually operated it will not have opening controls.

If no controls fitted it cannot comply with the service door definition.

Regards

[Redacted]

[Redacted]
[Redacted] To
14/01/2010 12:30 [Redacted]
[Redacted]
[Redacted] CC

Subject
FW: NBfL certification - further docs

[Redacted]

This is the complete pack which includes the one I sent with in the last

hour. Could I have initial comments by Monday 17.00 please?

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED] [1](#)
Sent: 14 January 2010 11:49
To: [REDACTED]
Subject: NBFL certification - further docs

Hi [REDACTED] – good timing! Just received from Wrights.

Note the first part is the same as I sent yesterday. Appendices A & B are the new parts (conformity & drawings).

Regards.

[REDACTED] | Surface Transport |
Transport for London

11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto 80245 | Fax [REDACTED] | Mob [REDACTED] |
Email [REDACTED]

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██████████/VT/VIA]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: NBfL certification - further docs
Date: 18 January 2010 12:13:01

[REDACTED],

My first thoughts are as follows:-

Wright bus appear to be basing there case on the theory that when the platform is closed off they have a power door, and then the panel's become a manual door that the driver then locks open.

The definition of a service door is

“Service Door” means a door intended for use by passengers in normal circumstances with the driver seated

2 points with this, with reference to the manual door theory:- If the driver locks the door in the open position the door cannot be used by passengers, (i.e. the statement does not refer to only opening the door)

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Open Platform – Complies. As the ‘service door’ mode will be manually operated it will not have opening controls.

If no controls fitted it cannot comply with the service door definition.

Regards

[REDACTED]

[REDACTED]
[REDACTED] To
14/01/2010 12:30 [REDACTED]
[REDACTED]

[REDACTED]
cc

Subject
FW: NBfL certification - further
docs

[REDACTED]

This is the complete pack which includes the one I sent with in the last hour. Could I have initial comments by Monday 17.00 please?

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 14 January 2010 11:49
To: [REDACTED]
Subject: NBfL certification - further docs

Hi [REDACTED] -- good timing! Just received from Wrights.

Note the first part is the same as I sent yesterday. Appendices A & B are the new parts (conformity & drawings).

Regards.

[REDACTED] | Surface Transport |
Transport for London

11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] |
[REDACTED]

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██████████/VT/VIA]*****

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: FW: NBfL certification - further docs
Date: 20 January 2010 09:20:03

[REDACTED],

I see no problem with classifying this as stowed bodywork, my previous comments assumed Wrights for whatever reason were trying to classify this as a manual door. Therefore i believe the vehicle could meet Reg 107.02

Gareth made comments on safety issues and a possible clash with C&U i do not believe there would be any clash with GB regulations as we already have regs in place inside of COIF to permit an open platform.

Regards

[REDACTED]

[REDACTED]
[REDACTED] To
18/01/2010 17:14 [REDACTED]
[REDACTED]
[REDACTED] cc
[REDACTED]
[REDACTED]
[REDACTED] Subject
RE: FW: NBfL certification -
further docs

[REDACTED]

Cc [REDACTED]

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Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

From: [REDACTED]
Sent: 18 January 2010 15:04
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: NBfL certification - further docs

Hi All

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Best regards

[REDACTED]

[REDACTED]

Vehicle Certification Agency

Tel: [REDACTED]

web: www.vca.gov.uk

>>> [REDACTED] 18/01/2010 12:12:41 >>>

[REDACTED],

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Regards

[REDACTED]

[REDACTED]
[REDACTED]
To [REDACTED]
14/01/2010 12:30 [REDACTED]
[REDACTED]
cc [REDACTED]

Subject
FW: NBfL certification - further
docs

[REDACTED]

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Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 14 January 2010 11:49
To: [REDACTED]
Subject: NBfL certification - further docs

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Regards.

[REDACTED] | Surface Transport |
Transport for London

11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] |
Email xxxxx.xxxxxxxxxxxxx@xxx.xxx.xx

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBFL certification - further docs
Date: 21 January 2010 16:11:25

Hi [REDACTED]

If we're saying that the rearmost power-operated door is always classed as a door even when in the locked open and stowed position, then, yes it does present problems.

At 7.6.5.1.8 the doors must be prevented from opening at > 5km/h vehicle speed - the implication is that they must be closed when moving.

At 7.6.5.4 you need a visual tell-tale when the door is open.

At 7.6.5.8 and 7.6.5.9, you have requirements for either a door brake or an audible warning.

If we're also talking about classifying the manual panel as a door, then there's a whole host of further problems - e.g. emergency opening controls and the like.

Best regards

[REDACTED]

[REDACTED]
Vehicle Certification Agency
Tel: [REDACTED]
web: www.vca.gov.uk

>>> [REDACTED] > 21/01/2010 14:26:36 >>>

I've had a further discussion with [REDACTED] on this. There is some concern that what is being sought is for a component to be considered to be a door in one configuration and something else in another. If the rearmost door was always classed as a door, would that present problems in terms of interlocks, always being capable of being operated from the driver's seat etc.

We are now close to the end of the week when I said I'd give TfL an initial response, so good if you could consider and let me have a reply asap.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

-----Original Message-----

From: [REDACTED] 1
Sent: 20 January 2010 09:11
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBFL certification - further docs

[REDACTED],

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[REDACTED] made comments on safety issues and a possible clash with C&U I do not believe there would be any clash with GB regulations as we already have regs in place inside of COIF to permit an open platform.

Regards

[REDACTED]

[REDACTED] > To
18/01/2010 17:14 [REDACTED]
[REDACTED]
cc
[REDACTED]
Subject
RE: FW: NBfL certification -
further docs

[REDACTED]
Cc [REDACTED]

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Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House

76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 18 January 2010 15:04
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: NBfL certification - further docs

Hi All

On the face of the design, I agree with Wright's assessment of R107.

[REDACTED] - I don't think the panel's ever a door (manual or otherwise) - it's bodywork when closed and locked (with a single powered door next to it) and 'folded and stowed bodywork' when in 'open platform' operation, with the power door locked and inoperable. The transition between modes is under the control of the driver and must be done manually.

When in open platform mode, we have a double width aperture, so as long as 2 access panels go through then it should be OK. When closed off, we have a single power door.

More to the point is whether we believe that we may have a problem either with the RFD or C&U.

In the RFD:

Article 8

3. If a Member State finds that a type of vehicle, system, component or separate technical unit, albeit in conformity with the required provisions, presents a serious risk to road safety or seriously harms the environment or seriously harms public health, it may refuse to grant EC type-approval. In this case, it shall immediately send the other Member States and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.

and

Article 29

1. If a Member State finds that new vehicles, systems, components or separate technical units, albeit in compliance with the applicable requirements or properly marked, present a serious risk to road safety, or seriously harm the environment or public health, that Member State may, for a maximum period of six months, refuse to register such vehicles or to permit the sale or entry into service in its territory of such vehicles, components or separate technical units.

In such cases, the Member State concerned shall immediately notify the manufacturer, the other Member States and the Commission accordingly, stating the reasons on which its decision is based and, in particular, whether it is the result of:

- shortcomings in the relevant regulatory acts, or
- incorrect application of the relevant requirements.

2. The Commission shall consult the parties concerned as soon as possible and, in particular, the approval authority that granted the type-approval in order to prepare the decision.

I know Article 29 is more about vehicles going to other Member States, so that's unlikely if they're all working in London, but since VCA has to circulate the approval documents, the other countries still have access to the approvals and could challenge the UK.

I wanted to run this by [REDACTED] but haven't seen him in time before writing this mail - he's out until Thursday so will speak with him then. But in the meantime, it looks like we could give approval to the vehicle.

Best regards

[REDACTED]

[REDACTED]
[REDACTED]

Vehicle Certification Agency

Tel: [REDACTED]

web: www.vca.gov.uk

>>> [REDACTED] 18/01/2010 12:12:41 >>>

[REDACTED],

My first thoughts are as follows:-

Wright bus appear to be basing their case on the theory that when the platform is closed off they have a power door, and then the panel's become a manual door that the driver then locks open.

The definition of a service door is

"Service Door" means a door intended for use by passengers in normal circumstances with the driver seated

2 points with this, with reference to the manual door theory:- If the driver locks the door in the open position the door cannot be used by passengers, (i.e. the statement does not refer to only opening the door)

The door can only be closed by the driver by leaving his seat.

If we assume we can accept the theory of a powered and manual door,

then i do not see any issues when the powered door is in use, as Wrights state it will meet all the requirements.

7.6.4.2 Indicates the need for a interior door control, at a height of between 1000mm & 1500mm, unless a control is located in the drivers area. I do not see how Wrights can claim;-

Open Platform - Complies. As the 'service door' mode will be manually operated it will not have opening controls.

If no controls fitted it cannot comply with the service door definition.

Regards

[REDACTED]

[REDACTED] >
14/01/2010 12:30 [REDACTED] To >
[REDACTED]
[REDACTED] cc
Subject
FW: NBfL certification - further docs

[REDACTED]

This is the complete pack which includes the one I sent with in the last hour. Could I have initial comments by Monday 17.00 please?

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch

Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED] 1
Sent: 14 January 2010 11:49
To: [REDACTED]
Subject: NBFL certification - further docs

Hi [REDACTED] - good timing! Just received from Wrights.

Note the first part is the same as I sent yesterday. Appendices A & B are the new parts (conformity & drawings).

Regards.

[REDACTED] | Surface Transport |
Transport for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] |
[REDACTED]

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[attachment "DfT briefing - operational v5.pdf" deleted by ██████████
██████████/VT/VIA]

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From: [REDACTED]
To: [REDACTED]
Subject: FW: NBfL certification - further docs
Date: 10 February 2010 13:36:39

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 21 January 2010 10:31
To: [REDACTED]
Subject: RE: NBfL certification - further docs

[REDACTED],

Specific COIF regs for door less entrances

COIF regulation 21 (Number position and size of exits) (4) (b) (i)
Talks of a dorless opening.

COIF regulation 22 (Width of entrance and exits) (2) refers back to
the above reg and imposes minimum dimensional requirements.

OPO COIF reg 43, currently requires the Certifying Officer to put in
writing he approves the design for one person operation, there are no laid
down specific requirements, since the withdrawal of the OPO code of
practice many years ago. I did bring this issue to the attention of [REDACTED]
[REDACTED] in correspondents over consequential changes, due to the approval
regulations.

Regards

[REDACTED].

[REDACTED]

[REDACTED] To
20/01/2010 09:46 [REDACTED] >
cc
[REDACTED]
[REDACTED] >
Subject
RE: NBfL certification - further
docs

[REDACTED]

Could you let us know if there are any specific items in COIF on open platforms, and also the role of the certifying officer in approving the vehicle for OPO.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 20 January 2010 09:11
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL certification - further docs

[REDACTED],

I see no problem with classifying this as stowed bodywork, my previous comments assumed Wrights for whatever reason were trying to classify this as a manual door. Therefore i believe the vehicle could meet Reg 107.02

[REDACTED] made comments on safety issues and a possible clash with C&U i do not believe there would be any clash with GB regulations as we already have regs in place inside of COIF to permit an open platform.

Regards

[REDACTED]

[REDACTED]
[REDACTED]
To
18/01/2010 17:14 [REDACTED]
[REDACTED]
cc
[REDACTED]
[REDACTED] >
Subject
RE: FW: NBfL certification -
further docs

[REDACTED]

Cc [REDACTED]

Thank you for your emails on this. We have also been discussing and Jim came up with the analogy of open top double deck buses. Such vehicles are required to comply with the relevant provisions for open top use. If a winter top is fitted, then the bus does not get re-approved. Conversely it would not be unreasonable to expect that it could also be approved in the closed mode and then the top removed for summer use. There would then be two modes in which the vehicle could comply.

In the case of NBfL we are being asked if there is any reason we can see why the bus could not be approved. The view we are taking in TTS is that in the open position, the door is no longer a door, but is stowed bodywork. Wrights calling it a "manual door" is I believe confusing things. Are either of you aware of any reason why a bus with an open platform cannot be constructed under Regulation 107? I presume in asking this question that the vehicle can be made to comply in the power operated three door mode.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards

Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 18 January 2010 15:04
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: NBfL certification - further docs

Hi All

On the face of the design, I agree with Wright's assessment of R107.

[REDACTED] - I don't think the panel's ever a door (manual or otherwise) - it's bodywork when closed and locked (with a single powered door next to it) and 'folded and stowed bodywork' when in 'open platform' operation, with the power door locked and inoperable. The transition between modes is under the control of the driver and must be done manually.

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and

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I know Article 29 is more about vehicles going to other Member States, so that's unlikely if they're all working in London, but since VCA has to circulate the approval documents, the other countries still have access to the approvals and could challenge the UK.

I wanted to run this by Tony Stenning, but haven't seen him in time before writing this mail - he's out until Thursday so will speak with him then. But in the meantime, it looks like we could give approval to the vehicle.

Best regards

[REDACTED]

[REDACTED]

Vehicle Certification Agency

Tel: [REDACTED]

web: www.vca.gov.uk

>>> [REDACTED] > 18/01/2010 12:12:41 >>>

[REDACTED]

My first thoughts are as follows:-

Wright bus appear to be basing there case on the theory that when the platform is closed off they have a power door, and then the panel's become a manual door that the driver then locks open.

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Open Platform - Complies. As the 'service door' mode will be manually operated it will not have opening controls.

If no controls fitted it cannot comply with the service door definition.

Regards

[Redacted]

[Redacted]
[Redacted] To [Redacted] >,
14/01/2010 12:30 [Redacted]
[Redacted]
cc

Subject
FW: NBfL certification - further
docs

[REDACTED]

This is the complete pack which includes the one I sent with in the last hour. Could I have initial comments by Monday 17.00 please?

Regards, [REDACTED]

[REDACTED]

Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 14 January 2010 11:49
To: [REDACTED]
Subject: NBfL certification - further docs

Hi [REDACTED] - good timing! Just received from Wrights.

Note the first part is the same as I sent yesterday. Appendices A & B are the new parts (conformity & drawings).

Regards.

[REDACTED] | Surface Transport |
Transport for London

11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] |
Email xxxxx.xxxxxxxxxxxxxx@xxx.xxx.xx

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[attachment "DfT briefing - operational v5.pdf" deleted by [REDACTED]
[REDACTED]/VT/VIA]

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From: [REDACTED]
To: [REDACTED]
Cc: [Jill Adam](#); [REDACTED]
Subject: RE: New Bus for London
Date: 21 July 2009 17:07:18

[REDACTED],

Thanks for the update. It seems sensible to keep abreast of what they're up to but you need to make sure that we're not drawn into making their decision for them. It doesn't feel quite right to be getting legal advice on whether a design concept might be acceptable until such time as we've had chance to see a prototype. Given the high profile nature of this project it might be prudent –at least in project management terms to look at assessing the risks if we are “required” to make such a decision – especially the potential financial risks.

Happy to discuss.

[REDACTED]

From: [REDACTED]
Sent: 21 July 2009 15:52
To: [REDACTED]
Cc: Jill Adam; [REDACTED]
Subject: New Bus for London

[REDACTED]

cc Jill, [REDACTED]

Just to let you know we that we have had a second meeting with TfL, bidders to build the new double deck bus for London, VCA and VOSA. We discussed technical requirements including the open platform concept and how this fits with the new approval regime. The main topics were the definition of an aperture that is not a service door, definition of an exit, safety of operation and the requirements of lighting regulations.

Bids are due in by 14 August. I've said that we will wish to meet with TfL to review proposals and confirm with our lawyers that the design concepts are likely to be acceptable. Following agreement in principal I envisage that there will be detailed discussions between TfL, the successful bidder, TTS, VCA and VOSA

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [Jill Adam](#)
Subject: Re: New Bus for London
Date: 17 May 2010 08:08:21

[REDACTED],

Thanks. It would be helpful if you could track this please as it could have Olympic/bendy-bus/open platform media interest. As I recall the (published) reasoning for phasing out RMs was DDA-type compliance issues (but in reality was more about cost of 2-man operation). So there's a risk that the accessibility issues could surface - but media could also touch on the wider issues. Could you check with your contact to get early sight of the announcement - if not before it's published then asap thereafter please.

Keep Jill in touch with how it develops this morning. I'm at Thatcham but contactable by mobile if you need to discuss ([REDACTED]). Should be back 2-3pm ish.

Thanks

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: Anthony Ferguson; [REDACTED]; Jill Adam
Sent: Fri May 14 16:22:38 2010
Subject: New Bus for London

[REDACTED]

Cc Anthony, Jill, [REDACTED]

[REDACTED] and I met briefly yesterday evening with a representative from TfL.

They advised that they will be making a press announcement on Monday morning regarding the New Bus for London. We've not seen the statement.

I do not anticipate there being any negative press coverage, but to be aware that the Department may be approached and invited to comment on bus construction or operation issues. I have asked TfL for a copy of their Q&A once it becomes available (which I'll forward). In the meantime you might wish to note the following basic questions :-

Q: Is there any legislation which prevents a bus from having an open platform?

A: No - there is no legislation that would specifically prohibit a bus from having an open platform. However, manufacturers and operators will need to ensure that they take all reasonable and practicable steps to ensure the safety of the passengers.

Q: Will the vehicle comply with the necessary regulations?

A: The vehicle manufacturer will need to demonstrate to the appropriate approval or certification authority that the vehicle design complies with the

appropriate European or national standards for construction and accessibility.

I will let you know if I hear anything further.

Regards



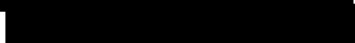
- Transport Technology & Standards

Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel :



Fax :



From: [REDACTED]
To: [REDACTED]
Subject: Fw: DFT only - Fwd: New Bus For London Rear Platform
Date: 19 May 2010 10:50:17

----- Original Message -----

From: [REDACTED] >
To: [REDACTED]
Sent: Wed May 19 09:56:11 2010
Subject: Re: DFT only - Fwd: New Bus For London Rear Platform

I am aware of this but I have not been party to the interpretation discussions so I cannot comment. Clearly we cannot give the assurance they request. On the assumption that we have confidence in the interpretation, we can say that we would defend it against any challenge.

[REDACTED]

>>> [REDACTED] 19/05/2010 08:46 >>>
Hello [REDACTED]

DFT eyes only.

I've been sent the attached from Wrightbus in regards to the new bus for London. [REDACTED], you confirmed that the open platform is acceptable under R107, etc and Wrightbus are now confirming they will use NSSTA.

I'm assuming that under NSSTA there will also be no problem, but I'm a little uncomfortable with the request in their letter "Wrightbus would also ask the VCA to provide an assurance that any challenge to the context of the statement can be dismissed successfully"

Any advice on how to proceed ?

[REDACTED]

[REDACTED]

Vehicle Certification Agency
Tel: [REDACTED]
web: www.vca.gov.uk

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From: [REDACTED]
To: [REDACTED]
Subject: Fw: DFT only - Fwd: New Bus For London Rear Platform
Date: 19 May 2010 10:49:32
Attachments: [New Bus For London Rear Platform.msg](#)

[REDACTED]

To see and consider. We should follow up next week.

[REDACTED]

From: [REDACTED] >
To: [REDACTED]
Sent: Wed May 19 08:46:46 2010
Subject: DFT only - Fwd: New Bus For London Rear Platform

Hello [REDACTED]

DFT eyes only.

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Any advice on how to proceed ?

[REDACTED]

[REDACTED]

Vehicle Certification Agency
Tel: [REDACTED]
web: www.vca.gov.uk

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: DFT only - Fwd: New Bus For London Rear Platform
Date: 25 May 2010 08:21:12

Hi [REDACTED]

Thanks for the email which I'd already seen. I suggest you respond saying that VCA would defend such a position, but that as these matters may be subject to challenge by others there cannot be any guarantee of success.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

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From: [REDACTED]
Sent: 19 May 2010 08:47
To: [REDACTED]
Subject: DFT only - Fwd: New Bus For London Rear Platform

Hello [REDACTED]

DFT eyes only.

I've been sent the attached from Wrightbus in regards to the new bus for London. [REDACTED] you confirmed that the open platform is acceptable under R107, etc and Wrightbus are now confirming they will use NSSTA.

I'm assuming that under NSSTA there will also be no problem, but I'm a little uncomfortable with the request in their letter "Wrightbus would also ask the VCA to provide an assurance that any challenge to the context of the statement can be dismissed successfully"

Any advice on how to proceed ?

[REDACTED]
[REDACTED]
Vehicle Certification Agency
Tel: [REDACTED]

web: www.vca.gov.uk

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: New Buses for London - Accessibility
Date: 25 June 2010 11:41:35

[REDACTED]
Cc: [REDACTED]

We spoke and agreed that the new bus for London is unlikely to be around in numbers that are significant at the time of the Olympics. To date we have been involved in discussions with TfL, VOSA, VCA and the manufacturer about possible routes to approval, but we have not had any input on the interior layout of the vehicles. The features and carrying capacity are likely to be similar to existing double deck buses.

Regarding the Paralympics we have also engaged with stakeholders on the modification of buses (up to 500 vehicles) to carry disabled people and athletes to the games, and have another meeting in mid-July. [REDACTED] has a project plan and we stand ready to support this work, but are awaiting further information on vehicles and requirements. This includes the services and whether these are subject to PSV Accessibility Regulations.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

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From: [REDACTED]
Sent: 25 June 2010 10:54
To: [REDACTED]
Subject: New Buses for London - Accessibility

[REDACTED]
Can you help on accessibility issues for the new London Buses?

I've been following TfL's announcements about these new buses. From an

Olympics perspective I'm interested in the timing of the 2012 'launch', how quickly the new buses will replace the current fleet, but more importance is placed on accessibility, i.e. how their introduction might enhance or affect the other accessibility projects that are part of DfT's Olympics Programme?

Current accessibility projects within the programme are;

- The use and standards for accessibility information via Transport Direct, which is ODA's journey planner – DfT lead [REDACTED]
- The communication of accessibility information during the Games which could showcase the improvements for disabled travellers – lead [REDACTED] / [REDACTED]
- Travel training guidance schemes (via LA's) to give confidence to those with travel problems – lead [REDACTED]
- Better disability awareness training for transport staff - lead [REDACTED]

(Access to some rail stations is also being improved).

Are you able to provide some feedback (by 30th June please) on the new bus launch timetable (TfL's site just quotes early 2012) and whether the availability of these new vehicles has been raised with anyone involved on these other accessibility projects? Also their capacity compared with the old buses, none of the publicity material I've seen mentions whether they do provide increased capacity?

Happy to meet any discuss if that's a better approach.

[REDACTED]
Olympics Programme Office Mgr
LDRM Olympics Division
DfT
Zone 3/01
Great Minster House
[REDACTED]
Mobile - [REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: FW: NBfL notices for priority seats
Date: 19 August 2010 13:27:07
Attachments: [pic30106.gif](#)
[pic09040.gif](#)
[pic08942.gif](#)

[REDACTED],

As far as 107.02 is concerned all the vehicles i have seen up to present have had the pictogram called up by 3.2.8 (although smaller than the measurement given) one pictogram per priority seat. I read 3.2.8 the same as you the requirement is to display a pictogram, not specifically the one called up for other locations on the vehicle.

Regards

[REDACTED]

[REDACTED]
[REDACTED] To
19/08/2010 09:29 [REDACTED]
[REDACTED]
cc
[REDACTED]
Subject
FW: NBfL notices for priority seats

Gents

Before doing a reply on this I thought I'd check what you are accepting for marking at seats in buses at present.

My reading of 107 is that the prescribed label (Annex 4 fig 23B is for the

outside), but that the at seat marking can be different. Do you have any comments?

A reply today would be useful as I'm out of the office after this until 2 September.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

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From: [REDACTED]
Sent: 18 August 2010 10:52
To: [REDACTED]
Cc: [REDACTED]
Subject: NBfL notices for priority seats

[REDACTED] – we are having a discussion about that old chestnut – notices – for the NBfL. One area that seems to generate a lot of excitement within TfL is the Priority Seat notice. The current practice is to have this one:

(Embedded image moved to file: pic30106.gif)

...adjacent to the two sets of seats that are the designated “priority” seats, and this one:

(Embedded image moved to file: pic09040.gif)

...adjacent to the so called TfL spec “preferential” seats.

For the rest of TfL (trams, tubes etc) it seems there is a hybrid notice thus:

(Embedded image moved to file: pic08942.gif)

...which is used on the designated "priority seats".

As you can imagine, there is a desire to harmonise and make more consistent the signage for "priority seats" across all modes, so I was wondering what your view is?

According to 107.2 (refs 2.29, 3.2.8 and Annex 4 fig 23B), the only requirement is the stick man (+stick) both inside and out, but there is no mention of wording. I understand there has been some issue regarding the fact that priority seating is provided specifically for disabled people, yet 107.2 clause 2.9 and 3.2 only talks about refers only to "reduced mobility".

Where does DDA, PSVAR stand in relation to 107.2 on this, and what is best practice?

The question is therefore, would the last notice above be acceptable under 107.2 for the priority seats in the NBfL. If not could you offer some guidance out of the quagmire...?

Regards.

[REDACTED] | Surface Transport | Transport for London

10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] |
Email [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL notices for priority seats
Date: 23 August 2010 09:11:50

Hi [REDACTED],

All the buses that I have personally seen for approval have had the pictogram called for by Para 3.2.8 annex 4 figure 23B placed both externally and internally.

However the Regulation is only quoting figure 23B on the outside and does not appear to be specific on the internal figure.

Regards

[REDACTED]

From: [REDACTED]
Sent: 20 August 2010 10:44
To: [REDACTED]
Subject: NBfL notices for priority seats

[REDACTED]

Please see the attached e-mail from [REDACTED] to [REDACTED] and [REDACTED] regarding notices for priority seats.

[REDACTED] received an automated response from [REDACTED] advising that he is out of the office and I wondered if you could respond with a VCA opinion.

For your information, I also attach a copy of [REDACTED]'s response.

Thanks

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: NBfL Mock Up Viewing - 20th December
Date: 25 November 2010 12:31:00

[REDACTED],

You may be aware that TTS has been working with colleagues from VCA and VOSA in providing advice to TfL and the manufacturers of the prototype New Bus for London.

TfL advise that they now have a full scale model of the proposed design. They are inviting a number of officials from the DfT and its agencies to view the mock up on 20 December.

I had a telephone conversation with one of TfL's engineering consultants this morning and suggested that BT might wish to be involved – see the e-mail below.

Regards

[REDACTED]

From: [REDACTED]
Sent: 25 November 2010 11:01
To: [REDACTED]
Cc: [REDACTED]
Subject: NBfL Mock Up Viewing - 20th December

Dear all,

I can now confirm the invitation to view the New Bus for London Mock Up at 2.00pm on 20th December.

The bus is at the Acton Transport Museum, Museum Way, Gunnersbury Lane, London W3 9BQ. The entrance is opposite the Acton Town tube station – you can see the building from the tube exit. The site is security controlled, on arrival please use the intercom at the large blue gates, they will be expecting you. We will meet you inside.

The mock up has already thrown up some interesting questions so it will be good to get your views.

[REDACTED], I think it would be very appropriate to invite [REDACTED] or someone from her department we are very keen to get feedback on accessibility arrangements. If they are available can you confirm and let me have their name(s) for security. If there is anyone else you think could have an input please let me know.

Regards

[REDACTED]

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Hello [REDACTED],

Further to our conversation earlier this afternoon.

You asked for information about the National Small Series Type Approval (NSSTA) scheme in relation to double deck buses.

NSSTA for M3 category vehicles

National Small Series Type Approval (NSSTA) is a national approval scheme aimed at manufacturers building vehicles in low volumes (small series). UK-issued NSS type approvals are valid in the United Kingdom, and manufacturers may register in the UK a maximum of 250 vehicles of the type in one year. The manufacturer may apply to other Member States to accept the UK approval. They are obliged to do so unless the UK standards are much lower than theirs.

NSSTA provides some technical and administrative differences on specific items when compared with full EU whole vehicle type approval (ECWVTA). If a vehicle type is granted NSSTA and the manufacturer then wishes to upgrade the approval to ECWVTA, VCA could compare the NSSTA held against the requirements of ECWVTA in order to determine whether additional testing would be required. Any changes in legal requirements that had come into force between the original approval being issued and the date the ECWVTA was being issued, and any changes to the vehicle specification would have to be taken into account. The manufacturer could seek European approval from the designated European approval authority in any Member State.

M3 vehicles are defined as:

Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

If you need any additional information please let us know.

From: [REDACTED]

Sent: 10 January 2011 16:29

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Urgent - Press Enquiry

Attachments: RE: New Bus for London interview BBC London TV

Thanks [REDACTED]. I'm fine with this but you might also want to look at the attached email about what TfL are doing with BBC London for reference to make sure everything is in line.

[REDACTED]

[REDACTED]

Press Office
Department for Transport
76 Marsham Street
London
SW1P 4DR

DDI: [REDACTED]

Fax: [REDACTED]

Email: [REDACTED]

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From: [REDACTED]
Sent: 10 January 2011 16:23
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Urgent - Press Enquiry

Thanks to all for your help with this.

[REDACTED], are you happy for us to proceed? I'll try to find out when the piece will run.

Best wishes

[REDACTED]

From: [REDACTED]
Sent: 10 January 2011 16:15
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Urgent - Press Enquiry

[REDACTED]

I've amended and added the last sentence of your draft (which crossed with mine).
This is attached.

Regards, [REDACTED]

[REDACTED]
Department for Transport
International Vehicle Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

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From: [REDACTED]
Sent: 10 January 2011 15:51
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Urgent - Press Enquiry

[REDACTED]

Please see my latest response, which now includes the questions from [REDACTED]. When I spoke to him originally I'd asked him to email his questions through. He was having trouble with this and in view of the urgency he asked me questions over the phone. The email has now come through and expands a bit on the phone call, which really focussed on NSSTA. In view of this we have slightly amended the previous draft to tackle the last couple of points. Changes tracked on the attached.

Best wishes

[REDACTED]

From: [REDACTED]
Sent: 10 January 2011 15:29
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Urgent - Press Enquiry
Importance: High

[REDACTED]

We have some concerns about the use of the word concessionary. We'll get back to you shortly.

Are the Qs in the first para of your email the only ones that were asked.

Regards, [REDACTED]

[REDACTED]
Department for Transport
International Vehicle Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

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From: [REDACTED]
Sent: 10 January 2011 15:24
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Urgent - Press Enquiry

Hi [REDACTED],

I think that's fine. Do you know when BBC London are planning to run this?

Thanks,
[REDACTED]

[REDACTED]
Press Office
Department for Transport
76 Marsham Street
London
SW1P 4DR

DDI: [REDACTED]
Fax: [REDACTED]

Email: [REDACTED]

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From: [REDACTED]
Sent: 10 January 2011 15:17
To: [REDACTED]
Cc: [REDACTED]
Subject: Urgent - Press Enquiry

Hello [REDACTED]

As discussed earlier, we have received an enquiry from [REDACTED] at BBC London in relation to a piece they are filming tomorrow on the new 'London' bus. He has asked if we can explain NSSTA, what it means and if any restrictions apply. He also asked what would happen if a manufacturer wanted to upgrade to ECWVTA.

I guess this is a reference to the Wright Bus vehicle and having spoken to colleagues involved, we are not sure which approval route they intend to take at this stage.

[REDACTED] has kindly drafted a response, which is attached and we would appreciate your comments and those of [REDACTED] in Press Office.

[REDACTED] is looking for a response by close of play today so we would appreciate your thoughts as soon as possible.

Thanks in advance.

Best wishes

[REDACTED]

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Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.

From: [REDACTED]

Sent: 10 January 2011 15:37

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Urgent - Press Enquiry

Hello [REDACTED]

I'm not sure but can find out. Also [REDACTED] had been having trouble getting an email through to us earlier so I had taken his questions over the phone. His email has now arrived and it is outlined below. Policy colleagues are just looking at the draft response and there are likely to be some changes as a result of that.

Thanks

[REDACTED]

Hi [REDACTED],

What I'm trying to find out is ... If a bus is being built under the National Small Series Type Approval (NSSTA) what does that mean ?

What is the limit on the amount of buses the manufacturer can build and can it be only used in the UK? What restrictions does the NSSTA impose?

And who would sign off the bus at the next EC level??

And have you got a contact? And does that only come into play when there's a road worthy vehicle?

Any help much appreciated..

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 10 January 2011 15:24

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Urgent - Press Enquiry

Hi [REDACTED],

I think that's fine. Do you know when BBC London are planning to run this?

Thanks,

[REDACTED]

[REDACTED]

Press Office
Department for Transport
76 Marsham Street
London
SW1P 4DR

DDI: [REDACTED]
Fax: [REDACTED]

Email: [REDACTED]

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From: [REDACTED]
Sent: 10 January 2011 15:17
To: [REDACTED]
Cc: [REDACTED]
Subject: Urgent - Press Enquiry

Hello [REDACTED],

As discussed earlier, we have received an enquiry from [REDACTED] at BBC London in relation to a piece they are filming tomorrow on the new 'London' bus. He has asked if we can explain NSSTA, what it means and if any restrictions apply. He also asked what would happen if a manufacturer wanted to upgrade to ECWVTA.

I guess this is a reference to the Wright Bus vehicle and having spoken to colleagues involved, we are not sure which approval route they intend to take at this stage.

[REDACTED] has kindly drafted a response, which is attached and we would appreciate your comments and those of [REDACTED] in Press Office.

[REDACTED] is looking for a response by close of play today so we would appreciate your thoughts as soon as possible.

Thanks in advance.

Best wishes

[REDACTED]

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IMechE conference – Bus & Coach Engineering – 16 February

New Bus for London

Line to take

Officials from the Department for Transport and its agencies (Vehicle and Operator Services Agency and the Vehicle Certification Agency) have been working with Transport for London and Wrights throughout the design process.

This will minimise the risk of unexpected difficulties arising during the certification process.

Bus conversions for the Paralympics

Line to take

To meet the transportation needs of the Paralympic games, 200-300 buses are to be modified during the two week period between the Olympic Games finishing and Paralympic Games commencing. The modifications will amend the interior layout to increase their wheelchair carrying capacity.

Officials from the Department for Transport and the Vehicle Operator and Services Agency have been working with Transport for London and the London Organising Committee of the Olympic and Paralympic Games (LOCOG) to ensure that these vehicles offer a safe and accessible travelling environment

From: [Graham Pendlebury](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Update on NBfL and visit proposal to Ballymena
Date: 26 August 2011 10:46:40

[REDACTED]

Yes, I think it is appropriate for you or [REDACTED] to visit Wrights in Ballymena. This is a high profile UK-built new product so having a face-to-face opportunity to ask questions & inspect the bus would be very worthwhile.

Graham

[Graham Pendlebury](#)

Director | Greener Transport & International
Department for Transport

Great Minster House | Zone 1/29 | 76 Marsham Street | London SW1P 4DR
T: +44 (0) 20 7944 6050 | m: +44 (0)7768 278 939 | GTN 3533 6050

Greener Transport & International deals with environmental strategy and policy, vehicle standards (safety and environmental), and co-ordinates DfT's international business.

From: [REDACTED]
Sent: 26 August 2011 08:48
To: Graham Pendlebury
Cc: [REDACTED]
Subject: FW: Update on NBfL and visit proposal to Ballymena

Graham

We have been invited to view the new bus for London at the manufacturer's premises, Wrights of Ballymena. IVS have engaged with TfL, Wrights, VCA and VOSA during the design process because of the high profile nature of the project, the unique design of this vehicle, and that the open platform is not covered in the international regulations. We have taken advice from DfT Legal on this aspect.

The prototype has now been returned to the factory following some testing, and we are being given the opportunity to have a look at a close to finished vehicle along with the DfT approval engineers. TfL has indicated that there is still some scope for minor changes to be made at this stage. I have already indicated that I am unable to do the date being proposed because of another meeting, but before they try to rearrange it would be useful to have a word about whether IVS should be represented at the meeting by either [REDACTED] or me.

Normally I would discuss such an invitation with [REDACTED], but he is not back in the office until 6 September and I would prefer to give a definite answer to TfL as soon as possible.

[REDACTED]

From: [REDACTED]
Sent: 25 August 2011 12:05
To: [REDACTED]
Subject: Update on NBfL and visit proposal to Ballymena

Gentlemen – I thought I'd take this opportunity to give you a brief update on the progress of the New Bus for London so as to keep you in the loop.

Test vehicle

The engineering test vehicle was completed by Wrights in April and was shipped to Millbrook in early May. It underwent initial engine and driveline commissioning tests at Millbrook before the Mayor “launched” it to the press on 27th May. It received a very positive reception. Subsequently in June it went to the Cummins factory in Darlington for final configuration prior to the Route 159 emissions testing in July. (Incidentally it drove back from Darlington to Millbrook!). The tests were unfortunately inconclusive as there was some cross contamination of air sampling in the Millbrook VTEC chamber and some previously undiscovered anomalies with the test result algorithms. Despite this the vehicle consistently achieved excellent CO₂ & fuel economy results as well as much better than anticipated NO_x results. The PM test failed because of the contamination issue (being marginally outside the TfL contract target of 0.03g/km) and the CO & HC tests failed because of the algorithm issue. Millbrook have subsequently deep cleaned their facility and re-configured the air sampling intakes, and are re-validating the results software. A revised series of test is scheduled for the end of September. Wright, Cummins, Siemens and Valence (battery technology supplier) remain very confident that they will meet and exceed the TfL contract targets on the retest.

Meanwhile the test vehicle has been getting on with the test programme and has already clocked up almost 3,000 road miles. It has only “failed” on two occasions, both due to minor battery temperatures issues, when it shut down as a precautionary measure. The chassis structural tests have been successfully passed thus validating Wright FE model, with only one minor strengthening modification required – a much better result than was anticipated.

We witnessed the bus last week when it was undergoing its overload brake testing. Even at 19.5T the bus felt agile, nimble and predictable.

Overall, emission glitch aside, the test programme has gone extremely well so far.

Prototype build programme

Vehicles 1,2 & 3 are in build with work progressing on chassis 4 & 5. The programme on vehicle 1 is currently running about 4-5 weeks late against the latest programme mainly due to supply chain issues for the GRP components. Wright are soon to start a night shift to recover some of this delay and they hope to be able to catch up the remainder though the final test and certification phase. The actual delivery programme remains on schedule with the first bus due to be delivered to London at the beginning of December, with the remainder rolling through to March.

Operational issues

Arriva has been chosen as the launch operator and it is expected that the first 6 buses will operate on route 38, and will be garaged at the Ash Grove Depot (NB route & garage information **is not publicly confirmed** yet). TfL and Arriva have set up an implementation programme to work through the operational specification for the introduction of the new buses. It is anticipated that the first fare paying service will start in February 2012 (2 buses in service) ramping up to 5 by the end of March (with the 6th vehicle as a spare). The service will initially be alongside

the contracted service, but the buses will eventually replace existing contract buses some 3-4 months later.

Longer term roll out & production

At the moment there is no production order for any more buses. Our strategy is to wait for at least 6 months of operation by the prototypes before any decision is made to go into full scale production. That means that there will not be any further deliveries until the middle of 2013.

Given the state of the project right now and your detailed involvement to date, we felt it would be a good opportunity to invite you to the Wrights factory in Ballymena to see the prototypes in build and to see the real thing on the road (with no. 1 nearing practical completion). Can I suggest a tentative date of 18th October. The visit could readily be accomplished in say a morning or afternoon.

Please let me know your thoughts on this and your availability.

Regards.

[REDACTED] | Surface Transport | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] | Email [REDACTED]

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From: [REDACTED]
To: ["TSG"](#)
Cc: [REDACTED]
Subject: RE: 12.06 NBfL Queries
Date: 20 December 2011 10:34:00
Attachments: [image001.jpg](#)

[REDACTED],

Cc [REDACTED]

[REDACTED] forwarded your e-mail as your original never arrived with me. Having discussed the issues directly with [REDACTED], he confirmed that he had resolved Queries 1,2 and 6, and was only seeking further information on Q3, 4 and 5.

Query 3 – Armrest

There is no clear definition of 'armrest' within Reg 107. However, para 3.2.3 describes the function of a vertical stanchion that may be used in certain circumstances as an alternative to an armrest, and such a stanchion shall be capable of retaining an occupant securely on the seat. We could present a case which suggests that an armrest should be equally capable of performing this function – I don't believe that there are any comfort issues to be considered. On this basis, it might be that an armrest of such dimensions did not adequately perform this function. I do not see that extending its length would increase costs significantly or compromise the design.

Finally, for Class 1 vehicles presented for NSSTA, we offer PSVAR compliance in its entirety, as alternative to Annex 8 of Reg 107. This requires neither armrests nor stanchions at priority seats to hold occupants securely in their seats so risks to both road safety and reputation of the Department and its agencies are likely to be low.

Ultimately, I don't think we have adequate grounds on which to refuse approval, but could suggest that TfL might wish to consider an improved solution.

Query 4 – ramp lamps

I've forwarded this question onto my colleague [REDACTED] in IVS who has policy responsibility for lighting, and who will respond once he has had an opportunity to consider.

Query 5 – Rear Platform Area

Legal advice obtained by IVS in March 2010 essentially confirmed that it would be possible to Type Approve a vehicle with such a platform provided that it complied with all other aspects - there being no specific provisions for open platforms. The advice went on to say that whilst this aperture were operating in door mode, it should be capable of meeting the requirements applicable to a door, and whilst

operating in open platform mode and the bodywork stowed, this could not be classed as a door, and therefore the vehicle should remain capable of meeting minimum service door requirements without including this aperture.

Our legal advice did not extend to discussion on the specific technical provisions that might be needed to redefine a door as no longer being a door, but an item of stowed bodywork. I gather from the Wrightbus document that the proposed procedure appears to require a single button to be depressed for 2 seconds to switch from driver control mode to crew control mode, during which time door 3 is pneumatically locked. Whilst the risk of mis-use or challenge by other Type Approval Authorities may be low, I wonder whether this might be considered sufficient to re-define door 3 as an item of stowed bodywork, rather than just an open door?

As always, grateful for views on any of the above. In the meantime, hope you all have a good Xmas.

Regards

■

From: ■]
Sent: 13 December 2011 10:56
To: ■
Subject: FW: 12.06 NBfL Queries

From: TSG
Sent: 09 December 2011 11:36
To: TSG
Cc: ■
Subject: 12.06 NBfL Queries

Note

This question is being handled by ■. Do not respond. Wait for outcome from ■.

■

From: ■]
Sent: 05 December 2011 17:56
To: TSG
Cc: ■
Subject: 12.06 NBfL Queries

Hello

We are in the process of homologating a new vehicle, NBfL, under the NSSTA system. The NBfL is a Hybrid Double Deck Vehicle of category M3 Class1 where a diesel engine drives a generator to charge a battery pack.

An electric motor then drives the rear axle directly through a differential.

A few queries have been raised on which we would value your interpretation.

Query 1 Speedlimiter.

Under NSSTA do we require a 92/24/EC Speedlimiter Component Approval when the Driveline is only capable of 80km/h?

Referring to the third sub paragraph of the Scope in Annex 1 of 92/24/EC amended by 2004/11/EC

The purpose of this Directive is to limit to a specified value the maximum road speed of goods vehicles of categories N2 and N3 and of passenger-carrying vehicles of categories M2 and M3. This is achieved by a speed limitation device or an on-board speed limitation system whose primary function is to control the fuel feed to the engine[2004_11-2].

We believe this directive is not applicable to our vehicle as the vehicle driveline system has been designed so as the speed is not capable of exceeding 80 km/h, which can be verified by a road test. All system parameters and protocols are installed during manufacture and can not be accessed by anyone other than the manufacturers authorised personnel. Also restricting the 'Fuel Feed to the engine' will have no impact on regulating the vehicle speed.

Query 2 Engine Power.

For a Hybrid Vehicle do we use the Diesel Engine Component Approvals to meet the NSSTA Engine Power requirements under 80/1269/EEC?

The Scope in Annex 1 of 80/1269/EEC amended by 99/99EC clearly refers to a combustion engine as the method for defining Engine Power.

2. SCOPE

2.1. This method applies to internal combustion engines used for the propulsion of category M and N vehicles as defined in Annex I to Directive 70/156/EEC, belonging to either of the following types.

2.1.1. Internal combustion piston engines (positive ignition or diesel), excluding free-piston engines;

2.1.2. Rotary piston engines.

2.2. This method applies to naturally aspirated or supercharged engines.

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Does the armrest fitted to the priority seats in our vehicle comply with the requirements of Reg107.02 Annex 8, 3.2.3.? (With reference to the attachment 'NBfL Armrests')

<<NBfL Armrests.pdf>>

We believe these are armrests and are capable of being moved easily out of the way to permit clear access to the seat.

Query 4 Ramp Lights.

Does our fitment of yellow flashing lights when a wheelchair ramp is being deployed, as per the requirement in Reg 107, contravene the lighting regulation 48 ?

On our vehicle is fitted with yellow flashing lights on the exterior either side of the door opening on the side of the vehicle. The operation of these lamps is interlocked so that they can only function when the vehicle is stationary, the handbrake has been deployed, door is closed and the ramp is being deployed.

We believe these lamps do not need to comply with Reg 48 based on paragraph 5.22 of Reg 48 under General Specification.

'a lamp even bearing an approval mark is deemed not to be present when it cannot be made to operate by the sole installation of a light source and/or a fuse. '

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When the Rear Platform Area is in the Crew Control Mode i.e. open format is a pneumatic lock sufficient to hold the glass panels in the 'open' position? (With reference to the attachment NBfL Door Functionality)

Compressed air cylinders hold the panels in the open position. These require a number of precise operations to be completed by the Driver and the Crew Member to move Door/panels between the open and closed formats of the Rear Platform Area.

<<NBfL Door Functionality.pdf>>

Query 6 Glass Markings

Can we fit glazing which has the glass type incorrectly marked regarding the type of glazing?

The glazing is supplied as laminated glass but on the Reg 43 mark the roman numeral VI has been used instead of XI. The supplier has admitted that the marking is incorrect and has promised to supply all future glazing with the correct marks. We have been supplied a max of 13 units.

If you need further information or clarity on any of the above queries feel free to contact myself.

Kind Regards

[Redacted Signature]

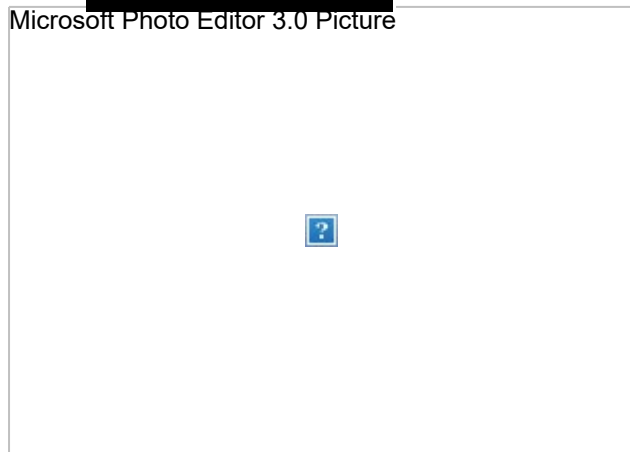
[Redacted Name]

Email : [Redacted Email]

Tel : [Redacted Phone]

Fax : [Redacted Fax]

Microsoft Photo Editor 3.0 Picture



The Wright Group

Fenaghy Road
Galgorm
Ballymena
Northern Ireland
BT42 1PY

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From: [REDACTED]
To: [REDACTED]
Subject: RE: 12.06 NBfL Queries
Date: 21 December 2011 15:53:14
Attachments: [image001.jpg](#)

This looks fine.

[REDACTED]

[REDACTED]
Primary and e-Safety
International Vehicle Standards Division
Tel: [REDACTED]

From: [REDACTED]
Sent: 21 December 2011 15:49
To: [REDACTED]
Subject: RE: 12.06 NBfL Queries

[REDACTED],

Please see my attached e-mail follow on from yours. Grateful for your views before I send.

Ta. [REDACTED]

From: [REDACTED]
Sent: 21 December 2011 10:31
To: [REDACTED]; TSG
Cc: [REDACTED]
Subject: RE: 12.06 NBfL Queries

On the lamp issue, I assume from the text that these lamps are not actually wired up at the point of type approval? If that is the case then para 5.22 could be used. You will need to consider what steps have been taken to disable them, if connectors have simply been disconnected then I wouldn't say that is acceptable but if the wiring is not present then that should be fine. However there are then a number of issues that need to be considered if this approach is taken. I spoke to [REDACTED] recently about a similar issue and he pointed out that the manufacturer can't then sell a vehicle with the lights wired up, they can only be activated post registration. If the manufacturer starts activating them prior to registration this would be picked up in any COP audit.

Also, once activated they will be subject to national requirements. RVLR does not generally permit additional flashing lights to be fitted and in addition lights shouldn't be fitted to moving components so it is difficult to see how they could be used in the UK.

[REDACTED]

[REDACTED]
Primary and e-Safety
International Vehicle Standards Division
Tel: [REDACTED]

From: [REDACTED]
Sent: 20 December 2011 10:35
To: TSG
Cc: [REDACTED]
Subject: RE: 12.06 NBfL Queries

██████,

Cc ████████████████████

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[Redacted]

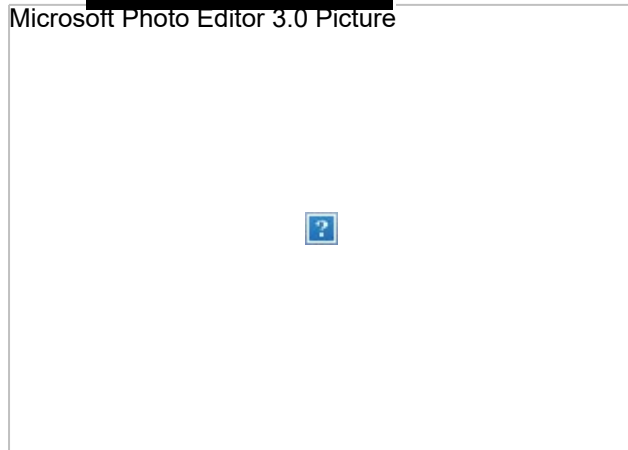
[Redacted]

Email : [Redacted]

Tel : [Redacted]

Fax : [Redacted]

Microsoft Photo Editor 3.0 Picture



The Wright Group
Fenaghy Road
Galgorm
Ballymena
Northern Ireland
BT42 1PY

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From: [REDACTED]
To: [TSG](#)
Cc: [REDACTED]
Subject: RE: 12.06 NBfL Queries
Date: 21 December 2011 15:57:00
Attachments: [image001.jpg](#)

All

Following on from [REDACTED] e-mail, I have discussed the lamp issue with him further.

In the past, vehicles certified as PSVs by virtue of having been constructed in accordance with either 2001/85/EC or UNECE Reg 107, were permitted entry into service, even though they did not comply with the Road Vehicle Lighting Regulations. This was possible because European legislation takes precedence over national requirements which may conflict with them.

However, under the new type approval regime, an M3 category vehicle must demonstrate compliance simultaneously with the full range of technical requirements, including those contained in both UNECE Reg 107 and 48. This is made difficult as the current provisions of UNECE Reg 107, para 3.11.4.3.1 for flashing yellow lights to signal movement of a power operated boarding ramp may be deemed to contravene the requirements of Reg 48 (or more specifically 76/756/EEC which prevents the installation of non-specified lighting).

In the longer term, we should consider raising this issue at TAAM and also consider the options for bringing forward modifications to UNECE Reg 48 to exempt such lights in a similar way to which para 2.7 was amended to recognise the service door lighting systems mandated by UNECE Reg 107.

In the shorter term, we considered a number of options to allow the NBfL to obtain an approval.

1. We are of the opinion that para 5.22 would not be applicable in this instance, as suggested by Wrightbus.
2. Further consideration was given to whether a vehicle with an un-stowed ramp could be held to be not in a 'normal condition of use' as defined in para 2.24 or in the 'park condition' as defined in para 2.25, but this approach has been ruled out as a preferred solution.
3. We considered the definition of lamp as given in para 2.7. This does not take account of the position of the lamp, but its purpose i.e. a device for illuminating the road or to emit a light signal to other road users. This means that a lamp mounted internally, if it were intended to perform the function of a lamp, may still be judged to contravene Reg 48. However, Reg 107 is not specific on the position and intended function of the flashing yellow lights. In this respect, flashing lamps mounted inside the doorway and facing forwards and/or rearwards could be held to meet the requirements of both Reg 107, and Reg 48 by virtue that their position and orientation would be such that they were not designed to illuminate the road or signal other road users.

Our short term solution would be to favour option 3, whilst seeking the views of

TAAM and GRE in the longer term.

I've copied [REDACTED] into this e-mail in addition to other copyees, as I am aware that he and [REDACTED] have been discussing similar issues.

Happy to discuss.

Regards

[REDACTED]

From: [REDACTED]
Sent: 21 December 2011 10:31
To: [REDACTED]; TSG
Cc: [REDACTED]
Subject: RE: 12.06 NBFL Queries

On the lamp issue, I assume from the text that these lamps are not actually wired up at the point of type approval? If that is the case then para 5.22 could be used. You will need to consider what steps have been taken to disable them, if connectors have simply been disconnected then I wouldn't say that is acceptable but if the wiring is not present then that should be fine. However there are then a number of issues that need to be considered if this approach is taken. I spoke to [REDACTED] recently about a similar issue and he pointed out that the manufacturer can't then sell a vehicle with the lights wired up, they can only be activated post registration. If the manufacturer starts activating them prior to registration this would be picked up in any COP audit.

Also, once activated they will be subject to national requirements. RVLR does not generally permit additional flashing lights to be fitted and in addition lights shouldn't be fitted to moving components so it is difficult to see how they could be used in the UK.

[REDACTED]

[REDACTED]

Primary and e-Safety
International Vehicle Standards Division
Tel: [REDACTED]

From: [REDACTED]
Sent: 20 December 2011 10:35
To: TSG
Cc: [REDACTED]
Subject: RE: 12.06 NBFL Queries

[REDACTED],

Cc [REDACTED]

[REDACTED] forwarded your e-mail as your original never arrived with me. Having discussed the issues directly with Richard, he confirmed that he had resolved Queries 1,2 and 6, and was only seeking further information on Q3, 4 and 5.

Query 3 – Armrest

There is no clear definition of 'armrest' within Reg 107. However, para 3.2.3 describes the function of a vertical stanchion that may be used in certain circumstances as an alternative to an armrest, and such a stanchion shall be capable of retaining an occupant securely on the seat. We could present a case which suggests that an armrest should be equally capable of performing this function – I don't believe that there are any comfort issues to be considered. On this basis, it might be that an armrest of such dimensions did not adequately perform this function. I do not see that extending its length would increase costs significantly or compromise the design.

Finally, for Class 1 vehicles presented for NSSTA, we offer PSVAR compliance in its entirety, as alternative to Annex 8 of Reg 107. This requires neither armrests nor stanchions at priority seats to hold occupants securely in their seats so risks to both road safety and reputation of the Department and its agencies are likely to be low.

Ultimately, I don't think we have adequate grounds on which to refuse approval, but could suggest that TfL might wish to consider an improved solution.

Query 4 – ramp lamps

I've forwarded this question onto my colleague [REDACTED] in IVS who has policy responsibility for lighting, and who will respond once he has had an opportunity to consider.

Query 5 – Rear Platform Area

Legal advice obtained by IVS in March 2010 essentially confirmed that it would be possible to Type Approve a vehicle with such a platform provided that it complied with all other aspects - there being no specific provisions for open platforms. The advice went on to say that whilst this aperture were operating in door mode, it should be capable of meeting the requirements applicable to a door, and whilst operating in open platform mode and the bodywork stowed, this could not be classed as a door, and therefore the vehicle should remain capable of meeting minimum service door requirements without including this aperture.

Our legal advice did not extend to discussion on the specific technical provisions that might be needed to redefine a door as no longer being a door, but an item of stowed bodywork. I gather from the Wrightbus document that the proposed procedure appears to require a single button to be depressed for 2 seconds to switch from driver control mode to crew control mode, during which time door 3 is pneumatically locked. Whilst the risk of mis-use or challenge by other Type Approval Authorities may be low, I wonder whether this might be considered sufficient to re-define door 3 as an item of stowed bodywork, rather than just an open door?

As always, grateful for views on any of the above. In the meantime, hope you all have a good Xmas.

Regards

■

From: ■
Sent: 13 December 2011 10:56
To: ■
Subject: FW: 12.06 NBfL Queries

From: TSG
Sent: 09 December 2011 11:36
To: TSG
Cc: ■
Subject: 12.06 NBfL Queries

Note

This question is being handled by ■. Do not respond. Wait for outcome from ■.

■

From: ■
Sent: 05 December 2011 17:56
To: TSG
Cc: ■
Subject: 12.06 NBfL Queries

Hello

We are in the process of homologating a new vehicle, NBfL, under the NSSTA system.
The NBfL is a Hybrid Double Deck Vehicle of category M3 Class1 where a diesel engine drives a generator to charge a battery pack.

An electric motor then drives the rear axle directly through a differential.

A few queries have been raised on which we would value your interpretation.

Query 1 Speedlimiter.

Under NSSTA do we require a 92/24/EC Speedlimiter Component Approval when the Driveline is only capable of 80km/h?

Referring to the third sub paragraph of the Scope in Annex 1 of 92/24/EC amended by 2004/11/EC

The purpose of this Directive is to limit to a specified value the maximum road speed of goods vehicles of categories N2 and N3 and of passenger-carrying vehicles of categories M2 and M3. This is achieved by a speed limitation device or an on-board speed limitation system whose primary function is to control the fuel feed to the engine[2004_11-2].

We believe this directive is not applicable to our vehicle as the vehicle driveline system has been designed so as the speed is not capable of exceeding 80 km/h, which can be verified by a road test. All system parameters and protocols are installed during manufacture and can not be accessed by anyone other than the manufacturers authorised personnel. Also restricting the 'Fuel Feed to the engine' will have no impact on regulating the vehicle speed.

Query 2 Engine Power.

For a Hybrid Vehicle do we use the Diesel Engine Component Approvals to meet the NSSTA Engine Power requirements under 80/1269/EEC?

The Scope in Annex 1 of 80/1269/EEC amended by 99/99EC clearly refers to a combustion engine as the method for defining Engine Power.

2. SCOPE

2.1. This method applies to internal combustion engines used for the propulsion of category M and N vehicles as defined in Annex I to Directive 70/156/EEC, belonging to either of the following types.

2.1.1. Internal combustion piston engines (positive ignition or diesel), excluding free-piston engines;

2.1.2. Rotary piston engines.

2.2. This method applies to naturally aspirated or supercharged engines.

Query 3 Armrest.

Does the armrest fitted to the priority seats in our vehicle comply with the requirements of Reg107.02 Annex 8, 3.2.3.? (With reference to the attachment 'NBfL Armrests')

<<NBfL Armrests.pdf>>

We believe these are armrests and are capable of being moved easily out of the way to permit clear access to the seat.

Query 4 Ramp Lights.

Does our fitment of yellow flashing lights when a wheelchair ramp is being deployed, as per the requirement in Reg 107, contravene the lighting regulation 48 ?

On our vehicle is fitted with yellow flashing lights on the exterior either side of the door opening on the side of the vehicle. The operation of these lamps is interlocked so that they can only function when the vehicle is stationary, the handbrake has been deployed, door is closed and the ramp is being deployed.

We believe these lamps do not need to comply with Reg 48 based on paragraph 5.22 of Reg 48 under General Specification.

'a lamp even bearing an approval mark is deemed not to be present when it cannot be made to operate by the sole installation of a light source and/or a fuse. '

Query 5 Rear Platform Area.

When the Rear Platform Area is in the Crew Control Mode i.e. open format is a pneumatic lock sufficient to hold the glass panels in the 'open' position? (With reference to the attachment NBfL Door Functionality)

Compressed air cylinders hold the panels in the open position. These require a number of precise operations to be completed by the Driver and the Crew Member to move Door/panels between the open and closed formats of the Rear Platform Area.

<<NBfL Door Functionality.pdf>>

Query 6 Glass Markings

Can we fit glazing which has the glass type incorrectly marked regarding the type of glazing?

The glazing is supplied as laminated glass but on the Reg 43 mark the roman numeral VI has been used instead of XI. The supplier has admitted that the marking is incorrect and has promised to supply all future glazing with the correct marks. We have been supplied a max of 13 units.

If you need further information or clarity on any of the above queries feel free to contact myself.

Kind Regards

[REDACTED]

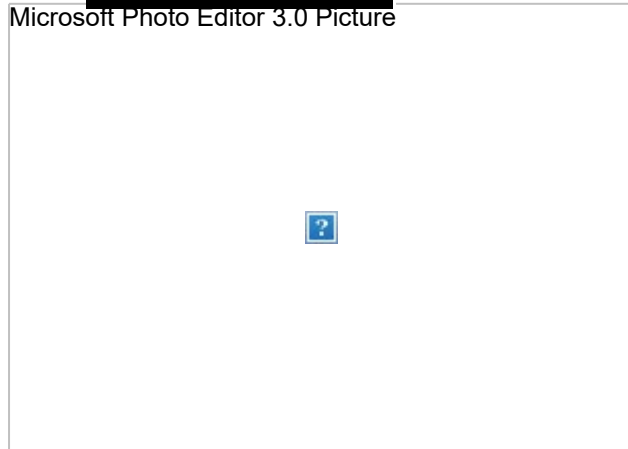
[REDACTED]

Email : [REDACTED]

Tel : [REDACTED]

Fax : [REDACTED]

Microsoft Photo Editor 3.0 Picture



The Wright Group
Fenaghy Road
Galgorm
Ballymena
Northern Ireland
BT42 1PY

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From: [REDACTED]
To: [REDACTED]
Subject: Lighting enquiry
Date: 13 December 2011 12:01:00

[REDACTED],

I have fielded a few clarifications from VCA regarding approval of the New Bus for London. These are issues that have been raised by Wright bus in response to areas of potential non-compliance highlighted by VCA.

Reg 107 on bus construction requires that the deployment and stowage of a ramp shall be indicated by flashing yellow lights. The regulation does not specify the position of these lamps and Wrightbus have mounted one on either side of the ramp entrance on the outside of the vehicle. VCA have questioned this on the basis of contravening the requirements of Reg 48.

Wrights have suggested that para 5.22 of Reg 48 would permit such lights (please see below).

Grateful for your views and happy to discuss.

[REDACTED]

Query 4 Ramp Lights.

Does our fitment of yellow flashing lights when a wheelchair ramp is being deployed, as per the requirement in Reg 107, contravene the lighting regulation 48 ?

On our vehicle is fitted with yellow flashing lights on the exterior either side of the door opening on the side of the vehicle. The operation of these lamps is interlocked so that they can only function when the vehicle is stationary, the handbrake has been deployed, door is closed and the ramp is being deployed.

We believe these lamps do not need to comply with Reg 48 based on paragraph 5.22 of Reg 48 under General Specification.

'a lamp even bearing an approval mark is deemed not to be present when it cannot be made to operate by the sole installation of a light source and/or a fuse. '

From: [REDACTED]
To: [REDACTED]
Subject: NBfL - mock up photographs
Date: 21 December 2010 11:32:00

[REDACTED]
FYI – photographs may be found in the following folder:-
G:\RVSDEXST\RVSS TTS\Bus & Coach\New Bus For London\101220 - Mock up
pictures
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [Anthony Ferguson](#); [REDACTED] [Jill Adam](#); [REDACTED]
Subject: New Bus for London
Date: 18 May 2010 12:45:00
Attachments: [Design QA Final 14052010.MW - dft filter.doc](#)

[REDACTED]

Cc Anthony, Jill, [REDACTED]

[REDACTED] will have copied to you my previous e-mails on this issue.

I have now received a copy of the reactive Q&A from TfL, which I attach for your information.

This version has been amended by TfL for internal use by the DfT. Subject to our obligations under FOI, TfL have asked that the document be treated in confidence and its wider distribution within the Department should be restricted.

Hope you find this helpful, but please do not hesitate to contact me should you wish to discuss further.

Regards

[REDACTED]

.....

[REDACTED],

Cc Anthony, Jill, [REDACTED]

To follow up on my e-mail of last week, please see the weblinks below:-

<http://www.tfl.gov.uk/corporate/media/newscentre/15507.aspx>
<http://news.bbc.co.uk/1/hi/england/london/8685486.stm>
<http://www.guardian.co.uk/uk/2010/may/17/london-routemaster-bus-boris-johnson>

Nothing yet by way of Q&A from TfL. I have chased, and it has been promised. I'll forward anything further when it becomes available.

[REDACTED]

[REDACTED]

Cc Anthony, Jill, [REDACTED]

[REDACTED] and I met briefly yesterday evening with a representative from TfL.

They advised that they will be making a press announcement on Monday morning

regarding the New Bus for London. We've not seen the statement.

I do not anticipate there being any negative press coverage, but to be aware that the Department may be approached and invited to comment on bus construction or operation issues. I have asked TfL for a copy of their Q&A once it becomes available (which I'll forward). In the meantime you might wish to note the following basic questions :-

Q: Is there any legislation which prevents a bus from having an open platform?

A: No - there is no legislation that would specifically prohibit a bus from having an open platform. However, manufacturers and operators will need to ensure that they take all reasonable and practicable steps to ensure the safety of the passengers.

Q: Will the vehicle comply with the necessary regulations?

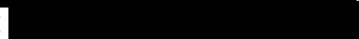
A: The vehicle manufacturer will need to demonstrate to the appropriate approval or certification authority that the vehicle design complies with the appropriate European or national standards for construction and accessibility.

I will let you know if I hear anything further.

Regards

 - Transport Technology & Standards

Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel : 
Fax : 



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Briefing for the Bus and Coach Engineering Conference
Date: 02 February 2011 17:04:00
Attachments: [110202 - IMechE conference.doc](#)

[REDACTED],

Please see the attached providing brief words for New Bus for London and buses for the Paralympic Games.

Regards

[REDACTED]

From: [REDACTED]
Sent: 01 February 2011 15:17
To: [REDACTED]
Cc: Anthony Ferguson; [REDACTED]
Subject: FW: Briefing for the Bus and Coach Engineering Conference
Importance: High

[REDACTED]

Cc Anthony, [REDACTED]

Norman Baker is attending an IMechE conference on 16th February, and I've spoken with Anthony about possible topics that may be raised. Could you consider for your area whether there any topics where we can provide briefing, recognising that in the Q & A, a diverse range of subjects of interest to the industry may be raised?

I've included [REDACTED] for lines on seat belt wearing by children;

- [REDACTED] – school buses;
- [REDACTED] – vehicle testing and roadworthiness;
- [REDACTED] – approval schemes for buses;
- [REDACTED] – vehicle weights and dimensions;
- [REDACTED] – NBfLand the Olympics.

Please respond direct to Matt.

Regards, [REDACTED]

[REDACTED]

Department for Transport
International Vehicle Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

From: [REDACTED]

Sent: 01 February 2011 08:00

To: [REDACTED]

Cc: Anthony Ferguson; [REDACTED]

Subject: FW: Briefing for the Bus and Coach Engineering Conference

Importance: High

[REDACTED]

We discussed this yesterday. I've been drawing together the info Buses and Taxis have on topics such as the Green Bus Fund, impacts of subsidy cuts etc., but having discussed with colleagues we believe we do still need input on the bus manufacturing side as this is really the focus on the conference.

I realise that TTS sent advice to the Minister that he should decline the invitation, but as he has accepted the invitation, we are now required to provide advice. As the audience will largely be engineers, Norman's office have asked that we include advice on the bus manufacturing/engineering side. He is giving a 30 min speech, including Q&A, but only requires bullet points for the speech.

Looking at the recent trade press it seems the pertinent issues are: concerns about Euro 6 engines in terms of poorer fuel consumption and additional maintenance costs, the increasing weight of new buses, DDA compliance in 2015, 2017 and 2020, supplying suitable buses for the Olympics/Paralympics and the new bus for London - all set against a picture of falling bus registrations for the manufacturers.

CFV are providing me with some background on Euro standards and fuel efficiency from biodiesel.

I'd be grateful if you or someone in your branch would provide some bullets/Q&A covering the points on the bus manufacturing side of things such as those topics I've suggested above.

Thank you.

[REDACTED] | Bus Subsidy Team | Buses and Taxis Division | Department for Transport | Zone 3/11 | Great Minster House | 76 Marsham Street | London SW1P 4DR | [REDACTED]

From: [REDACTED]

Sent: 31 January 2011 08:23

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: Briefing for the Bus and Coach Engineering Conference

Importance: High

Dear all,

Apologies for chasing, but if I could have any briefing back asap it would be much appreciated as I'm bringing it all together now.

Many thanks,

[REDACTED]

[REDACTED] | Bus Subsidy Team | Buses and Taxis Division | Department for Transport | Zone 3/11 | Great
Minster House | 76 Marsham Street | London SW1P 4DR | [REDACTED]

From: [REDACTED]

Sent: 13 January 2011 09:56

To: [REDACTED]

Cc: [REDACTED]

Subject: Briefing for the Bus and Coach Engineering Conference

Hi all,

Norman Baker is giving a keynote speech at the Bus and Coach Engineering Conference on Wednesday 16th February (info attached).

I have been asked to provide bullet points for his speech and Q&A background briefing.

We are recommending that he covers 2 aspects of the industry in particular:

1. Challenging the manufacturers (and operators) to develop lighter, more fuel efficient buses.
2. Recognising the challenge for operators investing in harsh economic times, but emphasising the importance of doing so with the prospect of DDA compliance on the horizon.

Grateful for any briefing by close Friday 28th January. Also feel free to pass the request onto anyone else who may wish to contribute.

Many thanks for your help,

[REDACTED]

[REDACTED] | Bus Subsidy Team | Buses and Taxis Division | Department for Transport | Zone 3/11 | Great
Minster House | 76 Marsham Street | London SW1P 4DR | [REDACTED]

From: [REDACTED]
To: [REDACTED]
Date: 08 December 2010 11:31:00
Attachments: [New_Bus_for_London_01.jpg](#)
[long view of interior of white bus.jpg](#)

[REDACTED] - Transport Technology & Standards

Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel : [REDACTED]
Fax : [REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Can you help?
Date: 04 February 2011 15:29:07

[REDACTED]
Most powered wheelchairs are rear wheel drive and can only spin turn around the centre point of their drive wheel axle (or centre point of an imaginary line between the centre of the drive wheels)
This can only occur when one motor drives forwards and the opposite motor turns in reverse.

They can carry out slow turns where one wheel remains stationary whilst the opposite wheels drives round in a circle which has the base contact area of the static wheel as the pivot point.

Also some scooters have driven rear wheels with manual steered front wheels.

I seem to remember ISO 7176-5 showed some of these configurations in more detail but I do not have a copy to hand.

Let me know if you need any more information or if we need to talk about it next week.

Have a good weekend
Regards
[REDACTED]

[REDACTED]
[REDACTED]
241 Bristol Avenue
Bispham
Blackpool
FY2 0BR
[REDACTED]

From: [REDACTED]
Sent: 02 February 2011 17:04
To: [REDACTED]
Cc: [REDACTED]
Subject: Can you help?

[REDACTED]
[REDACTED] went to look at a mock up of the new bus for London today. This followed from a visit we both made before Christmas. The wheelchair space has been modified to try and make manoeuvrability easier, but this involves spinning the manual wheelchair around a fixed point. I am concerned that while this may meet the type approval test, that this is not a manoeuvre that could be carried out when using an electric wheelchair. Are you able to provide any advice on this?

Happy to speak.

Regards, [REDACTED]

[REDACTED]
Department for Transport
International Vehicle Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: New Bus for London: meeting with manufacturers
Date: 23 June 2009 16:36:31

[REDACTED]
Cc [REDACTED]

Happy to meet up – just let me know the dates you have in mind.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

From: [REDACTED]
Sent: 23 June 2009 14:45
To: [REDACTED]
Cc: [REDACTED]
Subject: New Bus for London: meeting with manufacturers

[REDACTED] – as you may be aware we have now issued the tender for the contract for the design, prototype and production of the NBfL, and we are some 4 weeks into the 12 week tender period. We recently held a conference for the 6 manufacturers to clarify elements of the tender, contract and specification, and during that conference we described how we have met with [REDACTED], VOSA and yourselves to work through some of the certification issues, particularly around the open rear platform. You may be please to know that we have taken forward your suggestion around the terminology of “stowable bodywork” so as to avoid any confusion with a powered door!

At the conference a number of manufacturers raised questions around certification and we thought it would be more practical to see if we could arrange a single session with all of them (or at least those still in the race at the time) rather than have them come to you one at a time in dribs and drabs. The purpose of the meeting would be to clarify for the manufacturers how the Regulations should be interpreted for this new vehicle, and what other certifications issues there might be (I see to remember we worked through an issue with the rear running lights for example)

It would be preferable if the same attendees could attend from your side (eg [REDACTED]
[REDACTED]) so that we don't have to restart the conversations.

At this stage I cannot say who might attend and how many, as some of the 6 may well drop out in the next week, but I expect at least four to remain in contention and say with 2 per team taking part – I guess we are looking at a session of 15-16 people. Timewise I guess we would be looking at the something in the next 3-4 weeks.

Grateful if you could let me know your thoughts and whether we could start to block out some possible dates for the session.

Regards

[REDACTED] |
Transport for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | **Auto** [REDACTED] **Fax** [REDACTED] | **Mob** [REDACTED] | **Email**
[REDACTED]

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[REDACTED]

From: [REDACTED] >
Sent: 09 July 2009 13:38
To: [REDACTED]
Subject: New Bus for London: Technical Specification
Attachments: PRO1632 - ITN Amendment Qualification No 1 (Specification v01a).pdf

Sensitivity: Confidential

Gentlemen – in advance of our meeting planned with the bidders for the New Bus for London project on 21st July, please find attached a copy of the Technical Specification for your information. Please note that this document must be treated as “commercially confidential” and I must ask you not to copy or forward it to any other 3rd party without our express written permission.

I note that we do not as yet have a representative from VOSA. Is there going to be anyone?

I will issue an agenda for the meeting with a list of attendees nearer the time.

Regards.

[REDACTED] | Transport for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | **Auto** [REDACTED] | **Fax** [REDACTED] | **Mob** [REDACTED] | **Email** [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Draft Agenda for
Date: 15 July 2009 08:25:00

Hi [REDACTED] – apologies for the VCA<>VOSA mix up! Re item 3 – no don't expect presentations, but perhaps one of the team could lead off the discussion with the walk through of the regs (107.02) and the impact on each point. I expect a Q&A to follow from the bidders. I suppose we are looking for a re-run of the discussion we had with you when we came to see you in Bristol. Thanks.

Regards.

[REDACTED] | Transport
for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] Fax [REDACTED] | Mob [REDACTED] | Email
[REDACTED]

From: [REDACTED]
Sent: 14 July 2009 15:31
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Draft Agenda for

Hi [REDACTED]

Agenda fine by me. In point 3, "Briefing ..", are you expecting DfT/VOSA/VCA to give individual presentations, or one of us to talk through your various points (a-f) ?

And a quick point about the attendees - I work at VCA and [REDACTED] at VOSA :-)

See you next week

[REDACTED]

[REDACTED]
Vehicle Certification Agency
Tel: [REDACTED]
web: www.vca.gov.uk

>>> [REDACTED] 13/07/2009 14:43:46 >>>
** COMMERCIAL CONFIDENTIAL **

Gentlemen – can you have a look at the draft agenda below for next week's Certification Clarification meeting with the bidders for the NBfL. If you can get back to me with any comments/amends in the next 24hrs I'd be grateful.

The Bidders listed below are those remaining in the tender at this stage. We have asked them to give us the names of their attendees (max 2 each) in due course which we will pass on to you.

New Bus for London – Meeting to review issues surrounding certification

To be held at Great Minster House, 76 Marsham Street, London SW1P 4DR
Tuesday 21st July from 10.00am to 12.00pm

Hosted by: [REDACTED] – Department for Transport

Attendees:

DfT

VOSA

VCA

(TBC??)

TfL

(TBC)

Bidders Alexander Dennis Ltd (max 2)

Wrightbus Ltd (max 2)

Optare plc (max 2)

Hispano Carocerra sa (max 2)

Agenda

1. Welcome & introductions
2. Background & briefing from TfL
3. Briefing from DfT/VOSA/VCA on certification issues
 - a. Open platform
 - b. Doors vs openings
 - c. Stowable bodywork
 - d. Step heights
 - e. Running lights
 - f. Other
4. Engagement with DfT/VOSA/VCA during contract period.
5. Next steps.

Regards.

[REDACTED]

[REDACTED]

Transport for London

11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL - operation without conductor..?
Date: 08 October 2009 17:16:54

Hi [REDACTED]

Thanks for the email. There is nothing about an open platform, but there is a requirement in Regulation 43 of SI 1981 No. 257, the PSV (Conditions of Fitness, Equipment Use and Certification) Regulations 1981.

This states that a PSV must have a conductor unless a Certifying Officer states in writing that there is no need for one. I do not have a copy of the criteria VOSA uses to decide whether OPO is appropriate.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

From: [REDACTED]
Sent: 08 October 2009 17:07
To: [REDACTED]
Subject: NBfL - operation without conductor..?
Importance: High

Hello [REDACTED] – I hope you don't mind if I pick your brains again? We were trying to find if there is anything in any of the regulations anywhere, something which explicitly talks about requiring a conductor to be present for an open platform operation. We can't seem to find anything specific in the PSV Regs but you might know of a reference somewhere else.

We have had our tender bids back and are almost at the end of the evaluation process. It's been a tough and interesting few weeks but we are nearly there!

Regards.

[REDACTED] |
Transport for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | **Auto** [REDACTED] | **Fax** [REDACTED] | **Mob** [REDACTED] | **Email** [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: FW: NBfL certification - further docs
Date: 14 January 2010 11:55:41
Attachments: [DfT briefing - operational v5.pdf](#)

[REDACTED]

This is the complete pack which includes the one I sent with in the last hour. Could I have initial comments by Monday 17.00 please?

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

From: [REDACTED]
Sent: 14 January 2010 11:49
To: [REDACTED]
Subject: NBfL certification - further docs

Hi [REDACTED] – good timing! Just received from Wrights.

Note the first part is the same as I sent yesterday. Appendices A & B are the new parts (conformity & drawings).

Regards.

[REDACTED] | Transport
for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | **Auto** [REDACTED] | **Fax** [REDACTED] | **Mob** [REDACTED] | **Email**
[REDACTED]

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From: [REDACTED]
Sent: 16 February 2010 20:57
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Progress on open platform
Hi [REDACTED]

I've had a response from lawyers saying they will be in touch and will respond as soon as possible, but no timescale.

Regards, [REDACTED]

From: [REDACTED]
To: [REDACTED]
Sent: Tue Feb 16 17:16:09 2010
Subject: Progress on open platform

Hello [REDACTED]

So that I can keep everyone up to date with progress, I wondered if you had had any response from the Lawyers as yet that might give us some indication of meeting [REDACTED] 3 week timescale?

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL - Front Destination
Date: 10 March 2010 13:12:12

[REDACTED],

Thanks for getting back so quickly, will you want anyone from TfL to meet with the lawyers or is this internal?

Re the destination, I had previously looked at the guidance but I hadn't seen the research documents before, useful thanks. I found the positional recommendation a bit ambiguous, it suggests that the route number should be placed to the nearside of the display and the destination should be under the route number – I don't see how these two conditions are compatible unless the whole display is biased to the nearside. Convention is to have route number and destination side by side.

Our styling team's view is for a large route number centrally above the destination – this would also help to meet the other recommendation of being immediately behind the glass particularly with a curved front. I can't see any objection to this in the regulations or guidance. I will revert to them on this basis.

Thanks

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 09 March 2010 10:33
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL - Front Destination

Hi [REDACTED]

Cc [REDACTED]

Thanks for the email. Firstly on the view of lawyers – looks encouraging, and they appear to confirm our earlier views. They have also asked for a meeting and I'm waiting for a time for this.

On route and destination displays, the PSVAR sets out the requirement, there is some further information in the guidance issued by DfT,

<http://www.dft.gov.uk/transportforyou/access/buses/pubs/psvar/accessibilityregulations20005993>

We also did research work with ESRI. This is available on the DfT website

<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/transportforyou/access/buses/pubs/research/ardd/>

As ever, happy to discuss once you have a better idea of what is being proposed.

Regards, [REDACTED]

[REDACTED]
Department for Transport
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Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
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SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

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From: [REDACTED]
Sent: 08 March 2010 18:30
To: [REDACTED]

Subject: NBFL - Front Destination

Hello [REDACTED],

I hope you don't mind my asking for your view on a PSVAR issue that has been raised through the styling development on NBFL.

I have been asked what, if any, restrictions or negative views there might be on having the front route number above the front destination. This would enable the route number itself to be much larger than the norm. Apart from the general visibility value it reduces the overall width of a conventional side by side destination/route number display so that it can be positioned more closely behind a curved front glass. I am mindful that PSVAR doesn't specifically appear to prohibit this although it does say that the displays should be positioned as near as is practicable to the drivers view line. This might be taken as meaning that the route number should be lower? I am not aware of any other requirements affecting front destinations/route numbers.

Any guidance or views would be appreciated.

Regards

[REDACTED]

PS – anything from the lawyers yet?

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From: [REDACTED]

Sent: 09 April 2010 11:59

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: NBfL - Rear "Door"

Hi [REDACTED]

Cc [REDACTED]

Further to my email we have now had a response from our lawyers, which confirms the views expressed earlier.

As we are all aware the open platform design is not covered in international regulations, and there is a risk of challenge from the EC. However there does not appear to be an impediment in the regulations which would prevent a vehicle of this design being built and approved. Any door when used as a door would have to meet the relevant requirements, but when stowed would no longer be considered to be a door.

Let me know if you'd like to discuss.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]

Mobile: [REDACTED]

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From: [REDACTED]
Sent: 07 April 2010 16:46
To: [REDACTED]
Cc: [REDACTED]
Subject: NBfL - Rear "Door"

[REDACTED]

I am going to be away from Friday so would like to know if there has been any response from the Lawyers – you did say after Easter – I'll be back end of next week. [REDACTED] is away this week but back next so if there is anything after the weekend could you let him know.

Thanks

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A
Date: 17 May 2010 16:31:20

[REDACTED],

Please find attached copy of the press release issued today.

Regards

[REDACTED]

news release

Office hours: [REDACTED]

Out of hours and weekends: [REDACTED]

www.london.gov.uk

GLA/2010/
17 May 2010

Mayor unveils iconic final design for London's new bus

- **New bus to use greenest hybrid technology and enter service in 2012**
- **Futuristic design to become "an emblem of 21st century London"**

The final design of the New Bus for London, based on the much-loved Routemaster, was today unveiled by the Mayor of London, Boris Johnson, and London's Transport Commissioner, Peter Hendy.

The bus will use the latest green technology. It will be 15 per cent more fuel efficient than existing hybrid buses, and 40 per cent more efficient than conventional diesel double decks and much quieter on the streets.

The pioneering design makes use of lightweight materials, with glass highlighting key features and producing a light and airy feel inside the bus. An impressive glass 'swoop' at the rear and offside pick out the two staircases and provide a dramatic visual effect. An asymmetric design for the front-end completes the futuristic look.

The open platform is a defining feature, shared with the Routemaster of old, and allows the reinstatement of a hop-on, hop-off service. Three doors and two staircases will aid speedier and smoother boarding.

The Mayor of London, Boris Johnson, said: "This iconic new part of our transport system is not only beautiful, but also has a green heart beating beneath its stylish, swooshing exterior. It will cut emissions, and give Londoners a bus they can be proud of, complete

with cutting edge design, and the freedom of an open platform.

“I expect to eventually have hundreds of these on London’s roads, and for cities around the globe to be beside themselves with envy for our stunning red emblem of 21st century London.”

Peter Hendy, London’s Transport Commissioner, said: “Designing and building a new bus exclusively for London is an exciting project to be working on and one of which we are all proud.

“This beautifully designed, environmentally friendly vehicle built for the Capital will be loved by Londoners for many years to come.”

Mark Nodder, Group Managing Director of Wrightbus, said: “This project is not just about evolution, it’s about revolution. I think the design is genuinely groundbreaking, people are really going to stop and notice these buses on the streets of London.”

Wrightbus and Transport for London have been working with Heatherwick Studio as a collaborative design partner taking the lead on the styling of the bus to support Wrightbus in the design and development process.

The bus will feature two staircases enabling easier and quicker access to and from the upper deck. There will be two conventional doors and an open rear platform, which has the option to be closed off at quiet times for example during the night.

Wrightbus engineers are working on a static mock up of the bus to be complete later this year with the first prototype to be delivered late next year, the new buses will enter service from early 2012.

Ends

Notes to editors:

- The contract for the design and build of the New Bus for London was awarded to Wrightbus in January 2010.
- Transport for London has applied to the Intellectual Property Office for Registered Design Protection for the new exterior of the New Bus for London shown today.
- All images are copyright to Transport for London.
- Air quality emissions will be reduced by 40 per cent for NOx* emissions and 33 per cent for PM** emissions when compared with conventional diesel buses.

MEDIA ENQUIRIES: Press information is available from [redacted] at the Mayor’s Press Office on [redacted] or [redacted] or [redacted] at TfL’s Press Office on [redacted] or [redacted] (not for publication)

PUBLIC/NON-MEDIA ENQUIRIES: Call the Public Liaison Unit at the Greater London Authority on [redacted]

DUTY PRESS OFFICER: For out-of-hours media enquiries, please call [redacted]

[REDACTED]
[REDACTED]
London Bus Services Ltd
10th Floor, G8 Palestra
197 Blackfriars Road
Southwark SE1 8NJ

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 17 May 2010 16:01
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: NBfL press launch - reactive Q&A

Hi [REDACTED] s out of office today but have asked [REDACTED] to copy you the final document.

[REDACTED]
(apologies for brevity or typos - sent from mobile)

From: [REDACTED] >
To: [REDACTED]
Sent: Mon May 17 14:13:42 2010
Subject: RE: NBfL press launch - reactive Q&A

Hi [REDACTED]

Any news on your press notice? I thought it was for launch today?

[REDACTED]

From: [REDACTED]
Sent: 14 May 2010 14:14
To: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A

Thanks and noted.

Regards.

[REDACTED] | Transport for
London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel [REDACTED] | Auto [REDACTED] | Fax [REDACTED] | Mob [REDACTED] | Email [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 14 May 2010 14:10
To: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A

That's great. Thanks very much [REDACTED], and look forward to receiving a copy of the finalised Q&A.

[REDACTED]

From: [REDACTED]
Sent: 14 May 2010 14:08
To: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A

OK sorry, I'll change it to "...in 2009..."

Regards.

[REDACTED] | Transport for
London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

From: [REDACTED]
Sent: 14 May 2010 14:06
To: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A

[REDACTED]

That looks fine although you might want to consider changing the April 2010 date to April 2009, or change the wording to reflect my earlier comments.

[REDACTED]

From: [REDACTED]
Sent: 14 May 2010 13:28
To: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A

Thanks [REDACTED] – noted. For Q2 how does this look?

Q: Is there any legislation which prevents you from having an open platform?

A: No - there is no legislation that prohibits open platforms. It is anticipated that the design and construction of the new vehicles will be certified under the new European vehicle regulations which came into force in April 2010. The process of certification[[m1](#)] [[m2](#)] can only start to take place when a road-worthy vehicle has been built and is made available for testing: this is likely to be mid 2011.

We have been in discussions with the Department for Transport (DfT) on vehicle certification matters and will continue to consult and inform them during the design process.

Regards.

[REDACTED] | Transport for
London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

From: [REDACTED]
Sent: 14 May 2010 12:03
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL press launch - reactive Q&A

[REDACTED],

Thanks for taking the time to meet with us yesterday. I make the following comments for your consideration:-

Q1.

I wonder whether you should make reference to the vehicles meeting 'TfL's minimum specifications on accessibility in addition to those required by regulation'.

Q2.

I believe that the Regulations to which you refer are the Road Vehicles (Approval) Regulations 2009, which actually came into force in April 2009, but they have a staged implementation which means that they have applied on a mandatory basis to new types of completed buses since April 2010.

I also note that you refer to Certification taking place when the vehicle is presented for inspection, but this would not be the case if a route other than IVA is chosen [it might be that the vehicle would only be inspected with respect to the route and destination equipment].

As discussed, it might be best to remove reference to our Agencies. However, if you decide to retain those references, please be advised that VOSA is the Vehicle & Operator Services Agency, and VCA is the Vehicle Certification Agency.

I hope this information is helpful, but please do not hesitate to contact me should you wish to discuss further.

Might I ask if we could have a copy of the finalised Q&A in advance of Monday's launch if possible?

Regards

From: [REDACTED]
Sent: 13 May 2010 23:56
To: [REDACTED]
Subject: NBFL press launch - reactive Q&A

Hi [REDACTED] – thanks for the meeting this afternoon. Very useful. As promised attached is an extract from our press Q&A pack with just the question that you might be interested in – as they currently stand. Grateful for your rapid review. If you think we can word these in a better way please let us know (eg remove reference to VOSA and VCA in the first one...).

Regards.

[REDACTED] | Transport for
London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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██████ needs to review at "small series" certification is now the likely route.

I think the new wording is now OK.

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: NBfL reactive Q&A
Date: 18 May 2010 11:56:05
Attachments: [Design QA Final 14052010 MW - dft filter.doc](#)

[REDACTED] – please find attached an edited version of the internal reactive Q&A in NBfL as discussed. We have removed the Q&As on the involvement of Heatherwick Studio and Costs.

Please treat the document in confidence on a need to know basis as these are TfL's internal Q&A lines, and be aware of the advisory notes at the top of the document. Please refer to our press office [REDACTED] if there are any other queries.

Regards.

[REDACTED] | Transport for
London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL Styling and Layout
Date: 05 July 2010 13:12:00
Attachments: [Assessment of Kneeling Systems on Buses - Final Report.pdf](#)

[REDACTED]

Cc [REDACTED]

Thanks for taking the time to up date us on progress this morning.

Reg 107 contains no height requirements for handrails and handholds generally. However, Annex 3, para 7.11.2 contains height requirements, along with other provisions, for handrails and handholds for vehicles designed to carry standing passengers. Annex 8, para 3.4 contains height requirements for handrails to priority seats.

I also note that Annex 3, para 7.11.2 requires that all handrails, handholds or stanchions contrast visually with their immediate surroundings. I believe this to mean that anything adjacent to, or connected with a handrail, handhold or stanchion, which is not itself a handrail, handhold or stanchion should contrast visually irrespective of size.

I hope you find this information helpful, but please do not hesitate to contact me should you wish to discuss further.

Regards

[REDACTED]

From: [REDACTED]
Sent: 05 July 2010 12:24
To: [REDACTED]
Subject: NBfL Styling and Layout

Hello [REDACTED],

Further to your meeting with [REDACTED] this morning, he has asked me to forward the attached presentation and the latest layout which has only just been completed. Like yourselves I am not convinced that the handpoles around the facing seats are compliant - I have asked Wrights to check this.

Interior styling and colour schemes are still confidential so grateful if you would keep these to yourselves.

Any further comments would be appreciated.

Best regards

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Step edge colours
Date: 14 July 2010 14:32:06

[REDACTED]

I've had the opportunity to look at the relevant text in Regulation 107, and this states in Para 7.7.7.4:

....with all step nosings being designed such as to minimize the risk of tripping.
All step nosings shall contrast visually with their immediate surroundings.

So long as there is sufficient visual contrast with surroundings this is OK. Whether coordination with handrails is a good idea depends on how both are installed eg could a flight of steps look like a series of handrails to a visually impaired person?

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

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From: [REDACTED]
Sent: 14 July 2010 09:19
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Step edge colours

OK thanks.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

From: [REDACTED]
Sent: 14 July 2010 09:16
To: [REDACTED]

Cc: [REDACTED]
Subject: Re: Step edge colours

Hi [REDACTED]

Thanks for the email.

I'm on my way in to the office now and will check the exact wording, but believe there is no reason for bright yellow - adequate contrast is the requirement.

Regards, [REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Sent: Wed Jul 14 08:37:37 2010
Subject: Step edge colours

Hi [REDACTED] – we've had a second pass at the interior styling and a question has come up (from TfL side) on the options for the step edge colour.

Does it have to be the intense yellow or are there other options? Could it be the same tone as say the hand rails/poles?

We have a presentation to make to senior management in TfL on Friday so would appreciate a quick response if possible. (Wrights are on annual shutdown and other contacts on leave at the moment). Many thanks.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Door closing alarm
Date: 19 July 2010 09:59:59

Hi [REDACTED]. Thanks for your response. Yes I should have said audible in passenger compartments for passengers.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

From: [REDACTED]
Sent: 19 July 2010 09:20
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Door closing alarm

Hi [REDACTED]

cc [REDACTED]

Thanks for the email. I've had a quick look at R 107 and as far as I can see the only audible alarm is for the driver:

7.6.5.9. If the vehicle is not fitted with a starting prevention device, an audible warning to the driver shall be activated if the vehicle is driven away from rest when any power-operated service door is not fully closed. This audible warning shall be activated at a speed exceeding 5 km/h for doors complying with the requirements of paragraph 7.6.5.6.1.2.3.

I've copied to [REDACTED] to see if they are aware of any other requirements.

However I presume you are referring to an audible signal within the passenger compartment - we do not have any evidence in support of the benefit of such devices, and I presume that this is a TfL requirement.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

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From: [REDACTED]
Sent: 19 July 2010 08:55
To: [REDACTED]
Cc: [REDACTED]
Subject: Door closing alarm

Hello [REDACTED] – sorry to bother you again but my internal and external contacts are all sunning themselves around the world at the moment.

Door closing alarm – is there a Reg 107.2 requirement for this? Or is this something that TfL have asked for? Do you know if this is considered best practice and welcomed by the accessibility community? Thanks.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBfL notices for priority seats
Date: 23 August 2010 11:53:00
Attachments: [image003.gif](#)
[image002.gif](#)
[image001.gif](#)

[REDACTED],

Thank you for your e-mail, to which [REDACTED] has asked that I respond.

We have discussed the issue with colleagues in both VOSA and VCA.

You are correct that the PSVAR and Regulation 107.02 differ in their approach to priority seating, and this is reflected in the different signage requirements.

The PSVAR provides for priority seats for use by disabled people, which the DDA defines as a person who has a physical or mental impairment which has a long-term adverse effect on their ability to carry out normal day-to-day activities. In this respect, the PSVAR is specific in requiring that signage on or near to a priority seat indicate that disabled persons have priority for the use of that seat.

Conversely, Regulation 107.02 provides for priority seats for use by passengers with reduced mobility, which has a much broader definition than that of disabled person, and includes for example, people with heavy luggage, pregnant women and people with shopping trolleys, in addition to disabled people.

As you have noted, Regulation 107.02 is specific in requiring pictogram(s) in accordance with Annex 4 Fig 23B at specific locations on the outside of the vehicle. It further requires that a pictogram be placed adjacent to a priority seat, without specifying the size, shape or form.

On this basis, we believe that the last pictogram of your e-mail below would comply with the final sentence of paragraph 3.2.8. of Annex 8 to Regulation 107.02.

I hope you find this information helpful, but please do not hesitate to contact me should you wish to discuss further.

Regards

[REDACTED]

Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel : [REDACTED]
Fax : [REDACTED]

From: [REDACTED]
Sent: 18 August 2010 10:52
To: [REDACTED]
Cc: [REDACTED]
Subject: NBfL notices for priority seats

[REDACTED] – we are having a discussion about that old chestnut – notices – for the NBfL. One area that seems to generate a lot of excitement within TfL is the Priority Seat notice. The current practice is to have this one:



...adjacent to the two sets of seats that are the designated “priority” seats, and this one:



...adjacent to the so called TfL spec “preferential” seats.

For the rest of TfL (trams, tubes etc) it seems there is a hybrid notice thus:



...which is used on the designated “priority seats”.

As you can imagine, there is a desire to harmonise and make more consistent the signage for “priority seats” across all modes, so I was wondering what your view is?

According to 107.2 (refs 2.29, 3.2.8 and Annex 4 fig 23B), the only requirement is the stick man (+stick) both inside and out, but there is no mention of wording. I understand there has been some issue regarding the fact that priority seating is provided specifically for disabled people, yet 107.2 clause 2.9 and 3.2 only talks

about refers only to "reduced mobility".

Where does DDA, PSVAR stand in relation to 107.2 on this, and what is best practice?

The question is therefore, would the last notice above be acceptable under 107.2 for the priority seats in the NBfL. If not could you offer some guidance out of the quagmire...?

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: New Bus for London: Visit to mock up
Date: 25 October 2010 11:27:32

The full scale detailed mock up of the New Bus for London is due to be delivered to London in the next couple of weeks and will be unveiled at a press launch by Boris Johnson soon afterwards. Given your continuing involvement on the project we would like to take this opportunity of inviting you to come along to review the mock up at a convenient date after the press launch. We feel it will be a invaluable tool for visualising and experiencing the design in real life and we will all be able to benefit from being able to literally get our hands on it and walk around it.

The mock up is going to be based in West London until the end of January 2011 and during this period it will be used extensively for stakeholder engagement activities with passenger groups and other invited organisations.

After the stakeholder engagement period it will be available for inspection and use, and I suspect we will want to continue to engage with you on it as Wrightbus finesses the design. It will help all of us understand what is going to be delivered so that we reduce the risk of any critical issues arising during the certification process.

I will contact you in due course when we have the detailed programme of visit dates available. I suspect we will be looking at the first opportunity being towards the end of November. If there are any extended periods when you are not available, please let me know.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: NBfL Mock Up Viewing - 20th December
Date: 25 November 2010 11:03:49

Dear all,

I can now confirm the invitation to view the New Bus for London Mock Up at 2.00pm on 20th December.

The bus is at the Acton Transport Museum, Museum Way, Gunnersbury Lane, London W3 9BQ. The entrance is opposite the Acton Town tube station – you can see the building from the tube exit. The site is security controlled, on arrival please use the intercom at the large blue gates, they will be expecting you. We will meet you inside.

The mock up has already thrown up some interesting questions so it will be good to get your views.

[REDACTED], I think it would be very appropriate to invite [REDACTED] or someone from her department we are very keen to get feedback on accessibility arrangements. If they are available can you confirm and let me have their name(s) for security. If there is anyone else you think could have an input please let me know.

Regards

[REDACTED]

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From: [REDACTED]

Sent: 10 January 2011 16:00

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: New Bus for London interview BBC London TV

Thanks for the heads up [REDACTED]

[REDACTED]
Local Transport and Environment
[REDACTED]

From: [REDACTED]
Sent: 10 January 2011 15:57
To: [REDACTED]
Cc: [REDACTED]
Subject: New Bus for London interview BBC London TV

Hi [REDACTED]

As discussed earlier [REDACTED] from BBC London TV will be interviewing [REDACTED], London Buses Operations Director tomorrow morning about the New Bus for London. [REDACTED] is particularly interested in the processes we have gone through to ensure the bus can have an open rear platform. I understand we have been actively engaging with the DfT, particularly [REDACTED], throughout which has been quite helpful and we will be making it clear in the interview that rather than a 'hassle' this is part of the process of developing a new vehicle and something we are more than happy to be doing. At this stage we only have a static mock-up of the bus so we are not yet at the vehicle certification stage.

I'm not sure when the interview will run yet but I expect it to be sometime this week. Below are some briefing points for [REDACTED] to use tomorrow, he will not necessarily give these verbatim.

Let me know if you have any queries or concerns.

Thanks
[REDACTED]

What processes/engagement has TfL had to go through to ensure the rear platform is ok?

There is no legislation that prohibits open platforms. It is anticipated that the design and construction of the new vehicles will be certified under the new European vehicle regulations (UN ECE 107.2) which came into force in April 2010. The process of certification can only start to take place when a road-worthy vehicle has been built and is made available for testing, this is likely to be in mid 2011.

We have however been in discussions with the Department for Transport (DfT) on certification matters and will continue to consult and inform them during the design process. They have also been to visit the mock-up to see the rear platform for themselves. There is every indication that the DfT will certify the vehicle.

Could the EC challenge the open rear platform?

Any member state from the EC could theoretically express a concern(s) about the bus if it was perceived that the design of the bus deliberately undermined the regulations.

The process of examining these concerns would be an extremely long one and we do not believe it would prevent the design and build of the bus. The fact that we are not intending to sell the bus to Europe means that the chance of any concerns being raised are minimal.

What safety considerations have been made?

The bus has been designed so that it can operate either as a three door bus or as a two door bus with an open rear platform. When the rear platform is open there will be a second crew member to assist passengers boarding and alighting. Passengers will also have the option to use either of the other two doors, this is likely to be the preferable option for those when any mobility impairment.

The role of the second crew member will be primarily to ensure the safe boarding and alighting of passengers using the open platform, as well as providing information and assistance to passengers. The second crew member will not collect fares. The central London bus network is cashless, and outside this area almost 99% of fares are collected through pre-paid ticketing.

How often will the rear platform be open?

Although the open platform will be a key feature, there will be a facility to allow it to be operated with a door at certain times. This will allow the bus to be operated by the driver only, yet still retain the versatility of three entrances and it would enable the bus to be properly secured at night (i.e. when it is parked up at a depot).

The current assumption we are working on is that the platform will be open and the bus operated with conductors to cover the rush hours so there will be 2 shifts a day, this could cover up to 14 hours. We still need to refine our plans for weekends.

Additional information:

What are the next steps?

We are coming to the end of our period of stakeholder engagement and will be reviewing the responses by the end of this month.

A first prototype is currently being built and will undergo extensive engineering testing from March to May, a second prototype of the new bus should be on the road later in 2011, with production expected to begin in 2012. The first five buses will be on the streets of London in 2012.

[REDACTED] | [REDACTED] | Surface Desk

Transport for London | TfL Press Office, 11th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL

[REDACTED]

www.tfl.gov.uk/media

The main press office number is [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Colour contrast
Date: 21 April 2011 13:07:31

[REDACTED]
Cc [REDACTED]

Thanks for the email and for coming in to the office to discuss this matter with us.

Perhaps I should have been more specific in my comments about further evidence. As you are aware the PSVAR Guidance document was produced at the time the PSV Accessibility Regulations were implemented. This contains an annex on contrast.

In suggesting that you may wish to consider the provision of further evidence, I was really thinking about the longer term, and a fully developed research evidence base which would be subject to consultation and peer review. The clinics that have been held so far seem to me to be much more like a "straw poll" of possible users rather than a scientific based approach.

I've not been able to discuss your email with [REDACTED] so have copied the reply so that she has the opportunity to respond on her return to the office after Easter.

Regards, [REDACTED]

[REDACTED] International Vehicle Standards Division Zone 2/01 Great Minster House 76
Marsham Street London SW1P 4DR
[REDACTED]

Are you a civil servant working in an area related to science, technology, engineering or maths or do you have a background in one or more of these areas? If so please click [here](#) to discover the benefits of joining **Government Science & Engineering**, the fast growing cross-government professional community.

From: [REDACTED]
Sent: 21 April 2011 12:51
To: [REDACTED]
Subject: Colour contrast

[REDACTED]
Thanks for your time yesterday, I was thinking about the evidence based argument so I would like to run this past you:

As you may recall I mentioned that our Stakeholder research on the mock up included opinions from a small number of visually impaired people. Following our meeting we specifically looked at their responses to the question "in terms of visibility, can you see the handpoles clearly?" and these were favourable. This was only a small number of people and we don't know the nature of their impairment but, if we were to provide evidence of this kind could this be considered as offering an evidence based argument to support the acceptance of the colours? This could be considered as further validation of the visual and photocopier tests.

To get a wider view we might also seek opinions from organisations representing the visually impaired if this would add weight to the case.

I would appreciate your views on this approach.

Regards

A black rectangular redaction box covering the signature area.

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Padded hand rail on upper deck
Date: 25 August 2011 16:57:00

Hi [REDACTED]

Thank you for your e-mail to [REDACTED], which he has forwarded to me to respond.

Unfortunately, as is often the case with regulatory requirements, I am not aware of its origin. It is an additional requirement of UNECE Reg 107, above and beyond 2001/85/EC, and would likely have been included to mitigate injuries resulting from potential head impact with the guard. There may have been evidence presented to GRSG to suggest that occupants of these seating positions were at increased risk of this injury type when compared to, for example, occupants of seats adjacent to step wells. Any evidence and/or proposals concerning these aspects would have been added to the UNECE website so you could search here if you really needed to know - you'll probably need to search reports, formal documents and informal documents.

Irrespective of the above, the regulations do currently require that this guard be padded and compliance with such will be necessary to obtain approval.

I'm afraid I can't really add anything further.

Regards

[REDACTED]

[REDACTED] - International Vehicle Standards Division

Department for Transport
Great Minster House
76 Marsham Street
London
United Kingdom
SW1P 4DR

Tel : [REDACTED]

Fax : [REDACTED]

From: [REDACTED]
Sent: 15 July 2011 10:56
To: [REDACTED]
Cc: [REDACTED]
Subject: Padded hand rail on upper deck

[REDACTED] – I was wondering if you could shed some light on the requirement for “padding” on the hand rail in front of the front seats on the upper deck. What is

the padding actually for, what does it protect? We presume the rail is to protect the passengers from going through the windscreen? But why does it need to be padded? And what is the definition of padding (eg thickness of material)? It seems odd that this is the only rail that has a requirement for padding and we can't understand the logic for it (but then again when has logic ever come into it...?)

Our design does of course have a rail in front of the front seats at the required height, and it appears to serve better the function of a grab rail to enable passengers to pull themselves up, or give them something to hang on to if needed. Any padding will make the overall diameter much larger and hence less easy to hold

Any thoughts?

7.12.3. The front windscreen ahead of passengers occupying upper deck front seats of a double-deck vehicle must be provided with a padded guard. The higher edge of that protection shall be situated vertically between 800 mm and 900 mm above the floor where the passenger's feet rest.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Update on NBfL and visit proposal to Ballymena
Date: 25 August 2011 17:06:00

[REDACTED],

Thank you very much for the update and the invitation to attend a meeting in Ballymena.

Unfortunately, I see no possibility of obtaining authority to travel so shall have to tender my apologies.

Regards

[REDACTED]

From: [REDACTED]
Sent: 25 August 2011 13:01
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Update on NBfL and visit proposal to Ballymena

[REDACTED]

Thanks for the email and update on the vehicle. I'm sorry I would not be able to attend a meeting in Ballymena on the 18th as I'm in Geneva that day. I've copied [REDACTED] to see if he would be available.

Regards, [REDACTED]

From: [REDACTED]
Sent: 25 August 2011 12:05
To: [REDACTED]
Subject: Update on NBfL and visit proposal to Ballymena

Gentlemen – I thought I'd take this opportunity to give you a brief update on the progress of the New Bus for London so as to keep you in the loop.

Test vehicle

The engineering test vehicle was completed by Wrights in April and was shipped to Millbrook in early May. It underwent initial engine and driveline commissioning tests at Millbrook before the Mayor "launched" it to the press on 27th May. It received a very positive reception. Subsequently in June it went to the Cummins factory in Darlington for final configuration prior to the Route 159 emissions testing in July. (Incidentally it drove back from Darlington to Millbrook!). The tests were unfortunately inconclusive as there was some cross contamination of air sampling in the Millbrook VTEC chamber and some previously undiscovered anomalies with the test result algorithms. Despite this the vehicle consistently achieved excellent CO₂ & fuel economy results as well as much better than anticipated NO_x results. The PM test failed because of the contamination issue (being marginally outside the TfL contract target of 0.03g/km) and the CO & HC tests failed because of the

algorithm issue. Millbrook have subsequently deep cleaned their facility and re-configured the air sampling intakes, and are re-validating the results software. A revised series of test is scheduled for the end of September. Wright, Cummins, Siemens and Valence (battery technology supplier) remain very confident that they will meet and exceed the TfL contract targets on the retest.

Meanwhile the test vehicle has been getting on with the test programme and has already clocked up almost 3,000 road miles. It has only “failed” on two occasions, both due to minor battery temperatures issues, when it shut down as a precautionary measure. The chassis structural tests have been successfully passed thus validating Wright FE model, with only one minor strengthening modification required – a much better result than was anticipated.

We witnessed the bus last week when it was undergoing its overload brake testing. Even at 19.5T the bus felt agile, nimble and predictable.

Overall, emission glitch aside, the test programme has gone extremely well so far.

Prototype build programme

Vehicles 1,2 & 3 are in build with work progressing on chassis 4 & 5. The programme on vehicle 1 is currently running about 4-5 weeks late against the latest programme mainly due to supply chain issues for the GRP components. Wright are soon to start a night shift to recover some of this delay and they hope to be able to catch up the remainder though the final test and certification phase. The actual delivery programme remains on schedule with the first bus due to be delivered to London at the beginning of December, with the remainder rolling through to March.

Operational issues

Arriva has been chosen as the launch operator and it is expected that the first 6 buses will operate on route 38, and will be garaged at the Ash Grove Depot (NB route & garage information **is not publicly confirmed** yet). TfL and Arriva have set up an implementation programme to work through the operational specification for the introduction of the new buses. It is anticipated that the first fare paying service will start in February 2012 (2 buses in service) ramping up to 5 by the end of March (with the 6th vehicle as a spare). The service will initially be alongside the contracted service, but the buses will eventually replace existing contract buses some 3-4 months later.

Longer term roll out & production

At the moment there is no production order for any more buses. Our strategy is to wait for at least 6 months of operation by the prototypes before any decision is made to go into full scale production. That means that there will not be any further deliveries until the middle of 2013.

Given the state of the project right now and your detailed involvement to date, we felt it would be a good opportunity to invite you to the Wrights factory in Ballymena

to see the prototypes in build and to see the real thing on the road (with no. 1 nearing practical completion). Can I suggest a tentative date of 18th October. The visit could readily be accomplished in say a morning or afternoon.

Please let me know your thoughts on this and your availability.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Padded guard on upper deck
Date: 25 August 2011 11:22:48
Attachments: [Padded hand rail on upper deck.msg](#)

[REDACTED] - have you had chance to review the email query I sent you on 15th July?
Copy attached for reference.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Visit to Ballymena
Date: 27 September 2011 11:49:14

Noted. So looks like the only date we all agree on is 16th November. I'll get that confirmed with Wrights and get back to everyone.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

From: [REDACTED]
Sent: 27 September 2011 11:36
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Visit to Ballymena

Hi [REDACTED]

Sorry, just noticed your dates - I don't work on Fridays so can't manage the 18th.

14, 16 and 17 are all OK.

[REDACTED]

From: [REDACTED]
Sent: 21 September 2011 09:21
To: [REDACTED]
Cc: [REDACTED]
Subject: Visit to Ballymena

Gentlemen – looks like we have consensus for 16th or 18th November for a visit to the Wrights factory in Ballymena. I'll confirm with Wrights which date is preferable for them. By then of course the bus will be fully completed and will actually be going through the certification process.

If I can ask that you keep both dates clear for the moment until I confirm which one we will actually go for.

Regards.

[REDACTED] | Transport for London
10th floor G9, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: NBfL: Operational notes & GAs
Date: 14 January 2010 11:25:49
Attachments: [DfT briefing - operational v4.pdf](#)
Importance: High
Sensitivity: Confidential

[REDACTED]
Cc [REDACTED]

Following the meeting on Monday, we have received the following information from TfL – **Please note and respect the confidentiality request.**

Could I ask you to make an initial review of this information? We are awaiting further information and drawings from Wrights. I will forward these as soon as they are available.

Regards, [REDACTED]

[REDACTED]
Department for Transport
Transport Technology and Standards
Accessibility Branch
Zone 2/05 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 13 January 2010 14:59
To: [REDACTED]
Subject: NBfL: Operational notes & GAs
Importance: High
Sensitivity: Confidential

[REDACTED] – further to our meeting on Monday, please find attached as promised the notes regarding the operation of the NBfL in relation to the entrances and open rear platform. We will send you separately a pack of A3 drgs in PDF format for ease of legibility, as well as a note regarding how Wrights consider the new bus can meet the regulations. I trust this will be adequate for you to start your review in order that we can get an indication from you of its acceptability in principle by the end of next week (22/1) as discussed.

With regards confidentiality, it goes without saying that this document should be treated as confidential and it should only be copied to [REDACTED] or such other senior officers as necessary for the review, and that other addresses should be bound by the same terms.

Regards.

[REDACTED] | Transport
for London
11th floor G6, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
[REDACTED]
[REDACTED]

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Priority seat

for people who are disabled,
pregnant or less able to stand



Please offer your seat
to those less able
to stand

Priority seats

Please give up
these seats for
disabled people

From: [REDACTED]
To: [REDACTED]
Subject: FW: NBFL - Vehicle Assessment
Date: 23 February 2011 17:46:43
Attachments: [2.jpg](#)
[1.jpg](#)

Regards, [REDACTED]

[REDACTED]
Department for Transport
International Vehicle Standards
Accessibility Branch
Zone 2/03 Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: [REDACTED]
Mobile: [REDACTED]

From: [REDACTED]
Sent: 23 February 2011 17:39
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBFL - Vehicle Assessment

Hi [REDACTED]

To answer your points:

a) The requirement in R48 is:

5.16. NUMBER OF LAMPS

5.16.1. The number of lamps mounted on the vehicle shall be equal to the number indicated in the individual specifications of this Regulation.

Therefore, lamps other than those specified are not allowed.

b) The definition of 'end-outline marker lamps' is:

2.7.23. **"End-outline marker lamp"** means the lamp fitted near to the extreme outer edge and **as close as possible to the top of the vehicle** and intended to indicate clearly the vehicle's overall width. This lamp is intended, for certain vehicles and trailers, to complement the vehicle's front and rear position lamps by drawing particular attention to its bulk;

And the specific installation requirement is:

6.13.4.2. In height:

Front: Motor vehicles - the horizontal plane tangential to the upper edge of the apparent surface in the direction of the reference axis of the device shall not be lower than the horizontal plane tangential to the upper edge of the transparent zone of the wind-screen.

Rear: At the maximum height compatible with the requirements relating to the width, design and operational requirements of the vehicle and to the symmetry of the lamps.

Now, for double-deck vehicles the end-outline marker could be above the upper windscreen to comply with the definition of the lamp in that it must convey size and bulk - and that's how many European built vehicles are designed -

see the attached photos.

We are not changing any rule, we are just asking DfT in London for clarification on this point. We'll keep you informed.

With best regards

[REDACTED]

From: [REDACTED]
Sent: 23 February 2011 09:52
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBIL - Vehicle Assessment

[REDACTED],
Many thanks for your comments and we accept that it was a simple observation check. As the vehicle is a mock up I expected some 'non conformities' and the majority of the items you mentioned would have been resolved on the finished vehicles.

Can you clarify the two lighting related items ;

a) The amber lights for the ramp deployment. Can you provide more details regarding their 'non compliance' to R48.

b) Front marker lights. The paragraph for the position of these lamps is the same as that under GB Lighting Regs and UK manufacturers have been positioning the marker lights above the lower windscreen in front of the driver for years. I am curious as to why this is being reviewed. Could you indicate when the meeting with DfT will take place as the outcome also has a major impact on our other Double Deck products. A change to the requirement will require us (and other GB manufacturers) to retool front end moulding to provide a mounting area for the lamps in the new higher position. Just another thought. If the lights were meant to be mounted at the top of the vehicle would the text used not have been the same as the height positional requirements of the rear end outline marker lamps ?

As usual I look forward to your comments

Regards

[REDACTED]

[REDACTED]
Wrightbus Ltd

[REDACTED]

From: [REDACTED]
Sent: 22 February 2011 16:17
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: NBIL - Vehicle Assessment

Hello [REDACTED]

We saw the mock-up a couple of weeks ago and had the following observations:

For R107:

- Reference wheelchair access (already identified)
- Height of guard for upstairs seats at front staircase
- Padding required on guard in front of upper deck front seats (by windscreen)
- Amber lights on outside of vehicle by middle door for ramp deployment (must be 'inside' the vehicle, otherwise they are forbidden by R48)
- Handrails to priority seats
-

Handrails for standees

- Possible entrapment around the rear door

R48:

- Position of front end-outline markers *may be required* to be above the upper windscreen (there is a meeting with DfT in London to discuss this)
- High mounted stop lamp - although meeting the requirements of installation, it was felt that the location was completely useless for the purpose

R46:

- The mirrors fitted should have been mounted above 2m from the ground - they were below.

Please note that we did not formally assess the vehicle - the above was simply ascertained on the basis of a walkaround so there may be other issues that we didn't identify.

With regards

[REDACTED]

[REDACTED] | [REDACTED]

VCA Headquarters

1 The Eastgate Office Centre

Eastgate Road

Bristol BS5 6XX

United Kingdom

T: [REDACTED]

[REDACTED] | www.vca.gov.uk

From: [REDACTED]

Sent: 14 February 2011 10:59

To: [REDACTED]

Cc: [REDACTED]

Subject: NBRL - Vehicle Assessment

[REDACTED]

I believe you assessed the NB4L mock-up recently in London.

To avoid confusion could you please provide me with the list of issues you saw with the vehicle. I would like to review and resolve these as soon as possible.

Many thanks

Regards

[REDACTED]

Wrightbus Ltd

[REDACTED]

Company Name: Wrightbus Ltd

Registered Office:
Galgorm Industrial Estate

Fenaghy Road
Galgorm
Ballymena
BT42 1PY
Co. Antrim
Northern Ireland

Company Registered Number: NI6119

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Company Name: Wrightbus Ltd

Registered Office:
Galgorm Industrial Estate
Fenaghy Road
Galgorm
Ballymena
BT42 1PY
Co. Antrim
Northern Ireland

Company Registered Number: NI6119

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From: [REDACTED]
To: [REDACTED]
Subject: FW: NBfL Queries
Date: 13 December 2011 10:58:05
Attachments: [image001.png](#)
[NBfL_Armrests.pdf](#)
[NBfL_Door_Functionality.pdf](#)

From: [REDACTED]
Sent: 05 December 2011 17:56
To: TSG
Cc: [REDACTED]
Subject: NBfL Queries

Hello

We are in the process of homologating a new vehicle, NBfL, under the NSSTA system.
The NBfL is a Hybrid Double Deck Vehicle of category M3 Class1 where a diesel engine drives a generator to charge a battery pack.

An electric motor then drives the rear axle directly through a differential.

A few queries have been raised on which we would value your interpretation.

Query 1 Speedlimiter.

Under NSSTA do we require a 92/24/EC Speedlimiter Component Approval when the Driveline is only capable of 80km/h?

Referring to the third sub paragraph of the Scope in Annex 1 of 92/24/EC amended by 2004/11/EC

The purpose of this Directive is to limit to a specified value the maximum road speed of goods vehicles of categories N2 and N3 and of passenger-carrying vehicles of categories M2 and M3. This is achieved by a speed limitation device or an on-board speed limitation system whose primary function is to control the fuel feed to the engine[2004_11-2].

We believe this directive is not applicable to our vehicle as the vehicle driveline system has been designed so as the speed is not capable of exceeding 80 km/h, which can be verified by a road test. All system parameters and protocols are installed during manufacture and can not be accessed by anyone other than the manufacturers authorised personnel. Also restricting the 'Fuel Feed to the engine' will have no impact on regulating the vehicle speed.

Query 2 Engine Power.

For a Hybrid Vehicle do we use the Diesel Engine Component Approvals to meet the NSSTA Engine Power requirements under 80/1269/EEC?

The Scope in Annex 1 of 80/1269/EEC amended by 99/99EC clearly refers to a combustion engine as the method for defining Engine Power.

2. SCOPE

2.1. This method applies to internal combustion engines used for the propulsion of category M and N vehicles as defined in Annex I to Directive 70/156/EEC, belonging to either of the following types.

2.1.1. Internal combustion piston engines (positive ignition or diesel), excluding free-piston engines;
2.1.2. Rotary piston engines.
2.2. This method applies to naturally aspirated or supercharged engines.

Query 3 Armrest.

Does the armrest fitted to the priority seats in our vehicle comply with the requirements of Reg107.02 Annex 8, 3.2.3.? (With reference to the attachment 'NBfL Armrests')

<<NBfL Armrests.pdf>>

We believe these are armrests and are capable of being moved easily out of the way to permit clear access to the seat.

Query 4 Ramp Lights.

Does our fitment of yellow flashing lights when a wheelchair ramp is being deployed, as per the requirement in Reg 107, contravene the lighting regulation 48 ?

On our vehicle is fitted with yellow flashing lights on the exterior either side of the door opening on the side of the vehicle. The operation of these lamps is interlocked so that they can only function when the vehicle is stationary, the handbrake has been deployed, door is closed and the ramp is being deployed.

We believe these lamps do not need to comply with Reg 48 based on paragraph 5.22 of Reg 48 under General Specification.

'a lamp even bearing an approval mark is deemed not to be present when it cannot be made to operate by the sole installation of a light source and/or a fuse. '

Query 5 Rear Platform Area.

When the Rear Platform Area is in the Crew Control Mode i.e. open format is a pneumatic lock sufficient to hold the glass panels in the 'open' position? (With reference to the attachment NBfL Door Functionality)

Compressed air cylinders hold the panels in the open position. These require a number of precise operations to be completed by the Driver and the Crew Member to move Door/panels between the open and closed formats of the Rear Platform Area.

<<NBfL Door Functionality.pdf>>

Query 6 Glass Markings

Can we fit glazing which has the glass type incorrectly marked regarding the type of glazing?

The glazing is supplied as laminated glass but on the Reg 43 mark the roman numeral VI has been used instead of XI. The supplier has admitted that the marking is incorrect and has promised to supply all future glazing with the correct marks. We have been supplied a max of 13 units.

If you need further information or clarity on any of the above queries feel free to contact myself.

Kind Regards



[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted] 

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 **Priority wheelchair area**
This space is reserved for a wheelchair.
This wheelchair must be placed facing forward, leaving the aisle clear, and must be secured with the brakes on.

 **Baby buggies**
Buggies can use this area if it is not needed by a wheelchair user.
Buggies must be folded at all times.

 **Priority**
This space is reserved for a wheelchair user.















From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: New bus for London
Date: 01 March 2012 10:59:00

[REDACTED]

Thanks very much for the invitation. Unfortunately, I am not able to attend tomorrow on any of the times suggested, but [REDACTED] will be in touch to agree his arrangements for tomorrow with you.

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 01 March 2012 08:48
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: New bus for London

OK. Approx timings are ex Victoria: 0920, 1200, 1440, 1710, 1950.

Regards.

[REDACTED]

From: [REDACTED]
Sent: 01 March 2012 08:43
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: New bus for London

[REDACTED]

Thanks for the email, and yes I would like to meet up to travel on the bus, and tomorrow would be fine for me. [REDACTED] will be in the office later this morning and I'll give you a call to make arrangements after I've spoken to him.

Regards, [REDACTED]

-----O
From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [REDACTED]

[REDACTED] As the new bus is now certified and in passenger service I thought it a good time to invite you to come along and have a ride in it in service, along with real passengers (as opposed to bus enthusiasts). It is currently running Monday to Friday from about 0800 to 2000 on route 38. Let me know if you'd like to do this and I'll set it up. For me sometime tomorrow would be good.

[REDACTED] n - [REDACTED] one.
I am not at my desk. See [REDACTED]

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